

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,
ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXVII., No. 45]

SATURDAY, NOVEMBER 11, 1871.

[WHOLE No. 1,855, VOL. XLIV.

Mr. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

PRINCIPAL CONTENTS.

Boston and Albany Railroad.....	1241
Great Western Railway of Canada.....	1242
Fitchburg Railroad.....	1243
Atlantic and Gt. Western Railroad.....	1243
Cairo and Fulton Railroad.....	1243
Chicago Extension of the Baltimore and Ohio Railroad.....	1243
Federal and State Securities.....	1245
Dividend and Interest Tables.....	1244, 1246
Railroad Share List.....	1254
Stock Exchange and Money Market.....	1261
Imports of Dry Goods.....	1264
Journal of Railroad Law.....	1264
The Public Debt Statement.....	1265
Cleveland and Pittsburg Railroad.....	1265
Virginia Valley Railroad.....	1266
Massachusetts Central Railroad.....	1266
United Companies' Lease.....	1266

American Railroad Journal.

New York Saturday, November 11, 1871.

Boston and Albany Railroad.

A special meeting of the stockholders of this corporation was held in Boston on the 2d inst., to consider the subject of authorizing an issue of bonds to meet the requirements of the corporation.

The meeting was called to order by the president, Chester W. Chapin, Esq., of Springfield. J. A. Rumrill, Esq., secretary and clerk of the corporation, read the call for the meeting, after which Mr. Chapin announced that after a consultation the directors had decided as follows:

Gentlemen.—We have called you together to consult upon the best means of raising funds to meet the large outlays rendered necessary by the increasing demands of our business. The experience of each year is demonstrating to us that the amount of business which we are to do is dependent to a large extent upon the facilities which we afford for its transaction. It is equally apparent that these facilities can only be increased by very liberal expenditures of money in permanent improvements and additions to our property. Under the laws of our State which have always prevailed up to the present time, and which we had reason to believe had settled the policy of legislation in regard to this subject, we should

have had no question as to the proper course for us to pursue at this time.

The action of the last legislature, however, by depriving the owners of a railroad property of the right to assess themselves at the par value of their stock for the improvement and development of their property, has made it necessary for us to inquire what other means are within our reach for raising the necessary funds. We find that under the existing laws of the Commonwealth two ways are now open to us, first, by a sale of our stock at public auction, and, second, by an issue of bonds. If it was entirely clear that the first method, viz., the sale of stock at auction, was the wisest, it would not have been necessary to ask for further action of the stockholders, as the board of directors are already authorized by your votes to make such issues of stock as they may deem expedient. The number of shares of stock which we might issue is dependent upon certain conditions, which it is not possible for us to comply with at present, and we should soon fail to raise from this source a sufficient supply of funds to carry on our work of improvement; besides, an issue of stock to so large an amount as will be soon required in the manner now provided by law, could not fail of depreciating to a considerable extent the market value of our shares.

The directors have felt some hesitation in adopting a policy which would lead to such a result. The law authorizing an issue of bonds requires the action of the stockholders in order to legalize such issue. Under this law we are authorized to issue twenty-year bonds to the amount of the capital stock paid in at a rate of interest not to exceed seven per cent. We shall require within a short time, to meet expenditures now incurring for permanent improvements, about \$2,000,000, and for the prosecution of other large works in contemplation, as the Worcester Union depot, the depot and bridge at Springfield, and further depot accommodations at Boston, and new engine house, shops and yard-room at Albany, we shall need large additional sums of money.

In the present condition of the money market it has been thought that a bond running at anything less than 7 per cent. would not be taken at its par value, and the directors, at their meeting held yesterday, voted to recommend to the stockholders an issue of 7 per cent. twenty year bonds to the amount of five millions of dollars. This action of the board was taken upon the assumption that as between the two methods of raising money now within our reach, viz., by a sale of stock at public auction or by an issue of bonds, the latter was the one which you would be likely to approve. If you think otherwise, however and believe it would be better to make an issue of stock, to be sold as provided by law, rather than make a new bonded debt, and thus create a lien

against the property prior to your own, the directors are ready to carry out your views. It is to consider these two propositions and determine what, in view of the circumstances of the case, is the wisest course for us to pursue, that we have called you together, and the matter is now in your hands.

The gross receipts of the corporation last year amounted to eight millions of dollars; they have added two new locomotives to the rolling stock since the 1st of October, and will soon add four more. There is great necessity for additional storage accommodations, not less than 9,000 tons of freight being now in the cars waiting for shipment, and there are no vessels to take it away. Increased connections with western roads had introduced a new business, viz.: the transportation of grain, 4,557,700 bushels of which were carried by the road last year.

Mr. George O. Crocker of New Bedford offered the following resolution:

Voted, That the directors be authorized to issue bonds, to an amount not exceeding \$5,000,000, at such time and in such manner as they may think best for the interest of the corporation; provided that the rate of interest shall not exceed seven per cent. per annum, and payable in not more than twenty years, and not to be issued at less than par.

Jonathan Bourne, jr., of New Bedford moved to amend the motion by making the principal and interest payable in gold.

Mr. Chapin stated that the directors felt confident of their ability to find a market for the bonds on a currency basis, and that it would be inexpedient to limit the sale to any but the open market.

Mr. Edward L. Davis of Worcester opposed the amendment, contending that the credit of the Boston and Albany Railroad corporation was sufficient to insure the sale of the bonds on a currency basis, and that if made payable in gold they would unquestionably command a premium, which was not provided for in the original motion.

Hon. Moses Kimball spoke in opposition to the amendment, and urged that the matter should be left to the directors, who ought to be untrammelled. As the representative railroad of Massachusetts the Boston and Albany ought to set an example against gold gambling, and not to do as many western roads had done, encourage it by the issue of gold-bearing bonds.

Mr. Bourne then withdrew his amendment,

whereupon the resolution of Mr. Crocker was adopted unanimously.

A motion was made providing that the stockholders should have the privilege of taking one bond for every ten shares of stock held by them, but this was voted down and the meeting adjourned.

Great Western Railway of Canada.

REPORT OF THE DIRECTORS FOR THE HALF-YEAR ENDING JULY 31, 1871.

The receipts on capital account during the half-year to July 31, 1871, amounted to £265,572, as follows: Five per cent. preference stock arrears, third instalment £842, five per cent. preference stock in anticipation of future instalment £7,181, new 6 per cent. bonds, balance of £750,000 issued £257,550, total £265,572. The total receipts on capital account amounted, on July 31, to £6,404,305. The outlay on capital account during the half-year amounts to £121,609, of which £97,153 has been expended on account of the Glencoe line—£4,892 on Brantford branch—£14,982 for 100 new blue line cars, being additional stock; and the remaining expenditure includes cost of Miller's patent platform and couplers to passenger cars—31 miles of additional sidings at various parts of the line—raising remainder of overhead bridges to height of 18 feet above the level of track, &c., the details of which are shown in the engineers' and mechanical superintendents' reports. The total expenditure to July amounted to £5,701,163, leaving a balance unexpended of £703,155 at the credit of capital account. The receipts and expenditure on revenue account for the half-year have been as follows:

Gross receipts.....	£458,891
Working expenses, including renewals and all charges.....	268,276
	£190,615

From which is deducted—	
Interest on bonds (less interest received)	£39,980
Discount and charges on conversion of American funds.....	20,731
Loss on working the Erie and Niagara and the Wellington, Grey, and Bruce railways....	345
Amount set aside for renewal of ferry steamers.....	2,000
Alteration of gauge account—proportion charged this half-year.....	9,100
Amount paid for repairs and compensation Nith river bridge accident account.....	5,895
	78,050
	£112,564

Add profit on working Galt and Guelph Railway.....	£710
Balance from last half-year.....	3,781
	4,500

Available for dividend.....£117,064

The dividend for the half-year on the 5 per cent. preference stock amounts to £16,543, leaving a balance of £100,521. From this balance the Directors recommend the payment of a dividend for the half-year on the ordinary shares at the rate of 6½ per cent. per annum, payable in London on 31st October, which will absorb £95,674, and leave a balance of £4,847 to be carried forward to the next half-year. The renewal fund for the ferry steamers amounts to £24,272. The discount and charges on the conversion of American currency for the half-year amounted to £20,731, as compared with £25,282 in the corresponding half-year. The average rate of conversion was 111½ as compared with 114½ in the corresponding half-year. The average price of gold during the half-year was 111½. The amount of assets in American funds at 31st July, was \$348,

022 41, as compared with \$322,584 69 at the commencement of the half-year. The following table exhibits the receipts and expenses for seven corresponding half-years:

RECEIPTS.					
Half-year ending	Passengers, mails, and sundries.	Freight and live stock.	Rents.	Total.	
July, 1865.....	139,821	144,028	716	284,565	
July, 1866.....	172,731	169,576	854	343,162	
July, 1867.....	165,365	199,221	1,116	365,704	
July, 1868.....	155,082	200,619	948	356,649	
July, 1869.....	157,930	226,200	937	385,066	
July, 1870.....	153,863	254,230	807	408,900	
July, 1871.....	158,084	300,090	747	458,891	

EXPENSES.			
Half-year ending	Including renewals.	Per cent of gross receipts.	
July, 1865.....	158,803	55.81	
July, 1866.....	175,747	51.21	
July, 1867.....	182,769	49.98	
July, 1868.....	208,462	58.45	
July, 1869.....	232,768	60.45	
July, 1870.....	251,824	61.58	
July, 1871.....	268,276	58.48	

The following is a summary of the revenue results of the past half-year, compared with the corresponding period (including Galt and Guelph traffic):

	1871.	1870.
Passenger traffic—		
Local	\$366,291 31	\$321,449 16
Through.....	358,586 26	380,012 81
Total	\$724,877 57	\$701,461 97

	1871.	1870.
Freight traffic—		
Local	\$481,754 22	\$524,890 62
Through.....	988,027 01	721,896 13
Total	\$1,469,781 23	\$1,246,786 75

	1871.	1870.
Excess baggage, mails and express freight	55,921 06	55,263 32
Total traffic earnings.....	\$2,250,579 86	\$2,003,512 04

The aggregate traffic receipts (exclusive of Galt and Guelph), compared with the corresponding half-year, exhibit a gross increase of £50,050, as follows:

Increase in way passenger traffic	£8,497
" through freight and live stock..	54,684
	£63,181

Decrease in way freight and live stock.....	£8,437
Decrease in through passengers traffic and emigrants.....	4,403
Decrease in mails and express freight	291
	13,131

The increase in working expenses amounts to £16,452. The analysis of traffic receipts during the half-year gives the following results:

	1871.	1870.
	Cents.	Cents.
Passenger earnings per mile—		
Receipts per way passenger.....	2.906	2.778
" through passenger.....	2.321	2.321

	1871.	1870.
	Cents.	Cents.
Freight earnings per mile—		
Receipts per ton way freight.....	3.141	3.165
" through freight.....	1.323	1.368

The cost of ordinary working expenses per train mile for seven corresponding half-years is as follows:

	Sterling.
July 31, 1865.....	5 0¾
July 31, 1866.....	4 9
July 31, 1867.....	4 2½
July 31, 1868.....	4 8¾
July 31, 1869.....	4 8
July 31, 1870.....	4 7
July 31, 1871.....	4 6

The condition of the roadway continues good, and trains are run with great regularity. The result of the use of steel rails has been satisfactory, and it has been decided to replace gradually the whole of the iron rails in the main track with steel rails as they require renewal. The very heavy traffic now passing over the main line renders it absolutely necessary to keep the line in a state of the highest efficiency. Every railway forming a part of the great through route between Chicago and New York is required to make punctual train connections, or the operation of the whole line of 1,000 miles would become disorganised. The policy of adjusting the Company's system of 350 miles of railway to the 4 ft. 8 in. gauge has now been entirely carried out, and the car stock is being altered to that gauge as fast as possible. It is considered advisable for the present to continue the 5 ft. 6 in. gauge (by a triple line of rails) upon the 76 miles between Hamilton and London, until some disposition can be made of those broad gauge engines which cannot be altered to narrow gauge. Careful estimates have been framed of the cost of altering the gauge, including engineering charges, conversion of the rolling stock, and providing additional narrow gauge locomotives, to replace such of those built on the broad gauge as cannot be converted. The balance of this account is estimated to amount to £91,000, which, as stated in the report of last year, it is proposed to charge to revenue, extended over a period of five years. One-tenth, or £9,100, has been charged against net revenue in the present half-year's accounts. The two years' agreement with the Michigan Central Railroad Company has been found to work well, but as it terminates on 31st December, 1871, a new agreement for ten years has been concluded, by which the through earnings of both Companies are to be divided annually upon the percentage of through traffic actually earned by each Company in the year immediately preceding. Among the new lines of railway now being constructed across the state of Michigan are some which will prove to be valuable connections to the Great Western railway. The Detroit, Hillsdale, and Indiana railroad is completed from Ypsilanti, (on the line of the Michigan Central railway) to Hillsdale—60 miles. The Detroit, Eel River, and Illinois railroad is an extension of the above as far as Logansport. The Port Huron and Lake Michigan railroad is approaching completion, being opened to LaPeere, 46 miles from Port Huron. Agreements have been entered into with the above Companies, whereby all their through traffic is secured to the Great Western railway. The Wellington, Grey, and Bruce railway has been opened for 23½ miles during the half-year and has yielded an increase in the Great Western traffic of £5,098. The line to Harrison—27 miles additional—will be opened in time for the winter's business, and will increase the amount of traffic interchanged with that Company at Guelph. The partial failure of the grain crop last season in Canada seriously affected the earnings; the total number of bushels of grain carried locally having been £556,677, against 1,302,031, and of flour 107,527 barrels, against 169,380 in the corresponding period. It is satisfactory, however, to state that the crops which have just been secured are excellent, both in quality and quantity. During the past half-year two members of the board, along with the secretary, visited Canada, to make an inspection of the Company's property. Whilst in the province they rendered very valuable assistance in the discussion of, and the disposal of, various important questions then pending, especially the matter of establishing good relations with surrounding Companies. The receipts and expenditure of the Detroit and Milwaukee railroad have been as follows, for the half-year ending 30th June, 1871.

Gross earnings.....	£138,782
Working expenses, taxes, &c.....	£95,791
Interest on bonds, &c.....	40,302
	136,093

Balance

The short crops in Michigan last year very much

affected the traffic of this line, but the result of the last harvest has been more satisfactory, and the earnings already show an increase over the corresponding period for 12 weeks since July 1 of £10,040. The following members of the board of Directors go out of office, viz.:—Mr. John Fildes, Mr. P. Margetson, Mr. E. H. Green, and the Hon. John Carling, who are eligible and offer themselves for re-election. The traffic returns since the commencement of the current half-year are encouraging, and present an increase of £36,866 in ten weeks. From present indications there is reason to expect that the amount of produce to be forwarded to the eastern markets during the autumn and winter, will be limited only by the capacity of the railways to carry it.

By order of the Board,

THOMAS DAKIN, President.

London, October 4, 1871.

Fitchburg Railroad.

A special meeting of the stockholders of this Company was held in Boston on the 3d inst., to see:

First.—If the stockholders will authorize the directors to unite with the Worcester and Nashua Railroad Company in taking a lease of the contemplated Lancaster Railroad under statutes of 1871, chapter 180.

Second.—To see if the stockholders will authorize the directors to locate and construct a branch railroad, with one or more tracks, commencing at some convenient point on the Fitchburg Railroad in or near the town of Concord, and thence running to some point on the Lancaster and Sterling Branch Railroad in the town of Stow, under statutes of 1870, chapter 246.

The meeting was called to order by President Stearns, who read the call, and the statute under which it was proposed to act. He proceeded to give a history of the contemplated Lancaster Railroad, and stated that the Directors of the Fitchburg Railroad were of the opinion that the connection should be made at Hudson with the Lancaster and Sterling Railroad. The parties holding the charter were ready to construct the road if the Fitchburg Company would lease it at the rate of six per cent. per annum.

Mr. E. H. Derby offered the following vote:

Voted, that the Directors be and are hereby authorized to unite with the Worcester and Nashua Railroad Company in taking a lease of the contemplated Lancaster Railroad under Statutes of 1871, Chapter 180.

Mr. Derby sustained his motion by a statement of the demands of the section of country through which the contemplated road will pass, and the great increase of business which would flow from its construction.

No objections were offered, and the resolution of Mr. Derby was unanimously adopted.

Mr. Alvah Crocker of Fitchburg offered the following motion:

Voted, That the stockholders authorize and empower the Directors to locate and construct a branch railroad with one or more tracks, commencing at some convenient point on the Fitchburg Railroad in or near the town of Concord, and thence running to some point on the Lancaster and Sterling Branch Railroad in the town of Stow, as constituted at the time of the passage of the Enabling Act, under Chapter 246 of the Acts of 1870.

Mr. Crocker set forth various reasons for the adoption of his motion. The case was so clear that he did not think it necessary to trespass upon the time of the meeting. The construction of this piece of road would shorten the distance to Boston, and conserve the interests of the strongest ally of the Fitchburg Railroad, the Worcester and Nashua Railroad, and of the people of the several

towns through which the road passes. He agreed with Mr. Derby that the contemplated action of the company should have been taken long ago, and ought to be taken now before other parties should occupy the ground. The population of the towns to be affected by this measure was given as follows: Hudson, 3385, Marlboro' 8500, Sudbury 2,100, Lancaster 1900, Berlin 1000, Bolton 1000 and Clinton 5500.

After a slight alteration in the motion to meet the change in the boundary line of Maynard, the resolution was adopted by a unanimous vote, and the meeting adjourned. The Lancaster Railroad, which will be about eight miles long, will cost about \$240,000, and the connecting link between Concord and Stow, four miles in length, will cost between \$75,000 and \$100,000.

Atlantic and Great Western Railroad.

To the Bond, Debenture, and Shareholders:

I have now pleasure to advise the present position of the proceedings for the reorganization of this company.

The trustees for foreclosure obtained possession of the line on 7th September, taking over the property and revenues as from 1st September, and proceeded to organize the several State corporations. The Pennsylvania division was constituted on 26th September, Daniel Dougherty, Esq., of Philadelphia, being elected president; the New York division was constituted on 29th September, with W. Butler Duncan, Esq., as president; and the Ohio division was constituted about the 16th inst., with the Hon. Geo. B. Wright as president, it being necessary that in the separate State organizations the president should be a resident citizen. These organizations having been effected, the consolidation will be completed as rapidly as the formalities prescribed by the statutes of the several States permit, and will have passed its various stages on or about 1st December. In the meantime the new securities are being prepared for issue during that month, and the resumption of payment is fixed for July 1st 1872.

The trust which Messrs. McClellan, Thurman, and Duncan so kindly undertook, and have so energetically and faithfully fulfilled, will be wound up, and its duties ended by the creation of the consolidated corporation, and the issue of new securities within eighteen months of the production of the scheme of reorganization.

Until the new administration comes into power the working of the railway must be simply provisional, without the power of development or of reform, all the old machinery for earning and collecting the revenues being continued.

After five years of suspension the weekly returns of traffic, though meagre and to some extent conjectural, are again published. These give but a faint idea of the revenue under a vigorous and honest executive, with a high-class permanent way established, renovated traffic facilities, abundant rolling stock, re-established coal and petroleum connections, and cordial co-operation with local interests and connecting lines. General McClellan, when his duties as trustee have ceased, will assume the Presidency of the consolidated company, with the Hon. G. B. Wright, now Commissioner of Railways in the State of Ohio, as vice-president, residing in Cleveland, and Mr. Henry F. Sweetser, a man of the highest capabilities and most energetic character, as general manager.

My official connection with the company, has now temporarily ceased. I leave it free from litigation, from complication with the Erie or any other company, and from the disastrous control of Express companies or the other jobbing influences which are destroying the shareholders' interests in the majority of American railways, and in a state unquestionably able to grapple successfully with its engagements and satisfy every claim of its proprietors.

JAMES M'HENRY.

Four miles of cable have been laid between Albany and West Troy to test the Belgian system of towing.

Cairo and Fulton Railroad.

The St. Louis and Iron Mountain Railroad Company has effected the purchase of the Cairo and Fulton Railroad of Arkansas. The directory immediately afterward appointed Thomas Allan and H. G. Marquand—the President and Vice President of the St. Louis and Iron Mountain Railroad—to the same office in the newly acquired railway.

Through this purchase the vast trade of Arkansas and Texas will be placed within the reach of St. Louis. Few railroad enterprises of greater importance and more direct benefit to St. Louis have, therefore, been consummated. It is the intention of the directory to push forward the work of construction on the Arkansas branch of the Iron Mountain Road and the new road with increased vigor. The former is now in running operation to within forty miles of the Arkansas line. At this point the main road will connect with the Arkansas branch of the Cairo and Fulton Road. It will then run by an almost direct southerly route to Little Rock, where a junction will be formed with the International Road of Texas. The latter in turn will run southwest, through Texas, giving St. Louis connection with Fulton, Tyler, Houston, Galveston and other intermediate cities, and tap the trade of the Arkansas and Red rivers and their tributary branches. On the Arkansas branch of the Cairo and Fulton Road twenty miles are already constructed, and thirty miles are prepared for the iron. The section has also three locomotives and twenty cars. The Missouri branch of the Cairo and Fulton Road runs from Cairo, in a northwesterly direction, until it makes connection with the Iron Mountain Railroad at Potosi.

Chicago Extension of the Baltimore and Ohio Railroad.

The Defiance, Ohio, *Democrat* of October 27th contained the report of J. Dutton Steele, Civil Engineer, of his survey of a route for the proposed Chicago extension of the Baltimore and Ohio Railroad. The portion of the route surveyed by Mr. Steele runs westward from Tiffin, in Ohio, in nearly a direct line past Defiance, Auburn, Albion, Bremen, &c., to Lake Station, on the Michigan Central Railroad, near the southern extremity of Lake Michigan, whence it may be extended to any point in Chicago or vicinity that may hereafter be selected. The distance from Tiffin to Lake Station is a hundred and twelve and a half miles, and it intersects ten North and South railroads, the most important of which is the Toledo, Wabash and Western, on account of its westward extensions and its large freight business. Of the country passed over forty-seven per cent. is timber land and four per cent. marsh; there are fourteen towns with populations of from 100 to 6,000 lying along or adjacent to the line. These towns are growing rapidly as the country becomes more thickly settled, and the manufactories increase. The estimated cost of construction for the entire line is put at \$3,057,075, or \$18 114 per mile.

The Pennsylvania Railroad Company have leased the Sunbury and Lewistown road for the term of nine hundred and ninety-nine years. This road traverses the counties of Snyder and Mifflin, forming a connecting link between the Northern Central Railroad near Sunbury and the Pennsylvania at Lewistown, a distance of forty miles.

W. G. Peck has resigned the superintendency of the Vineland Railroad, and accepted a similar position on the New Jersey Southern railroad.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna*100	\$3,355,000	J. & J.	Jul. '71 31	Hartford and New Haven100	4,796,925	J. A. J. & O.	Oct. '71 3	Portl., Saco & Portsmouth100	41,500,000	J. & D.	Jun. '71 5
American Central100	800,000	J. & J.	Jul. '69 8	Uranital and St. Joseph100	4,151,700	J. A. J. & O.	Aug. '70 31	Portl., Gt. Falls & Conway100	170,000	J. & J.	Jul. '71 4
Atlanta and West Point100	1,232,200	J. & J.	July '70 4	Do. co pref.100	5,078,224	J. & J.	Aug. '70 7	Providence & Worcester100	2,000,000	J. & J.	July '71 5
Atlantic & N. Carolina100	5,545,225	J. & J.	July '70 4	Hanover Branch, Pa.60	116,850	M. & N.	May '71 5	Raleigh and Gaston100	1,000,000	J. & J.	July '71 6
Atlantic & Gt. Western60	25,879,923	J. & J.	July '70 4	Housatonic100	820,000	J. & J.	July '71 4	Rensselaer and Saratoga100	6,000,000	A. & O.	Apr. '71 3
Atlantic & Gt. Western pref.60	1,919,000	J. & J.	July '70 4	Huntingdon & B'd Top60	615,950	J. & J.	July '71 4	Richmond and Danville100	4,000,000	J. & J.	July '71 4
Atlantic & Bt. Lawrence*100	2,484,000	M. & S.	Sept. '71 2	Do. pref.60	212,350	J. & J.	Jun. '68 34	Richmond and Petersburg100	847,100	J. & J.	July '71 4
Augusta and Savannah100	733,700	J. & J.	Jan. '70 31	Illinois Central100	25,280,240	J. & J.	Jan. '71 5	Rich. Fred. and Potomac100	1,041,800	J. & J.	Nov. '67 2
Baltimore and Ohio100	13,131,932	A. & O.	Apr. '71 4	Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4	Rome, Waterl. and O'g'n'b.100	2,998,900	J. & J.	July '71 4
Do. Washington Br.100	4,950,000	A. & O.	Apr. '71 4	Jeffersonv. Mad. & Ind.100	2,000,000	J. & J.	Jan. '81 6	Rutland preferred100	1,831,400	F. & A.	Aug. '71 8
Baltimore City Passenger100	670,000	J. & J.	July '71 4	Joliet and Chicago*100	1,500,000	J. A. J. & O.	July '71 11	St. L., Alt. and T. Haute100	2,300,000	J. & J.	May '68 7
Bay de Noquet & Marq.100	1,250,000	A. & O.	Apr. '68 3	Joliet & North. Indiana*100	300,000	J. & J.	July '71 4	St. L., Jack'nv. and Ohio100	2,478,750	J. & J.	May '68 7
Belvidere Delaware100	995,000	A. & O.	Apr. '68 3	Lake Shore & Mich. So.100	35,000,000	F. & A.	Aug. '71 4	Sandusky and Cincinnati100	2,089,000	M. & N.	May '71 3
Berkshire100	600,000	J. A. J. & O.	July '71 11	Lackawanna & Bloomb'g.10	133,500	J. & J.	July '71 3	Sand. Mansf. and Newark100	905,222	J. & J.	May '71 3
Blossburg & Corning*100	250,000	J. & D.	Jun. '71 24	Leeds and Farmington100	2,188,565	J. & J.	Jul. '71 3	Savannah and Charleston100	1,000,000	J. & J.	July '71 4
Boston and Albany100	19,150,000	M. & N.	Nov. '71 5	Lehigh and Mahanoy100	8,539,800	M. & S.	May '67 5	Schuylkill and Susqueh'na.60	1,289,150	J. & J.	July '71 4
Boston and Chelsea100	110,000	A. & O.	Oct. '71 4	Lehigh and Susquehanna.50	8,710,400	J. A. J. & O.	Oct. '71 24	Second and Third St. (Ph.)50	203,757	J. & J.	July '71 24
Boston, Concord & Mont.100	459,000	A. & O.	Oct. '71 4	Lehigh Valley100	17,110,400	J. A. J. & O.	Jan. '69 4	Schuylkill Valley*100	678,050	M. & N.	Nov. '70 4
Do. pref.100	1,340,400	M. & N.	Nov. '71 3	Little Luzerne100	3,474,000	M. J. S. D.	Sept. '71 2	Seaboard and Roanoke100	868,200	F. & A.	Aug. '71 8
Boston and Lowell100	2,215,000	J. & J.	July '71 4	Little Schuylkill*100	2,616,100	J. & J.	July '71 3	Second Avenue (N. Y.)100	670,000	J. & J.	Dec. '70 2
Boston and Maine100	4,471,275	J. & J.	Nov. '71 3	Lomb. and South St. (Ph.)25	90,000	M. & S.	Jul. '69 3	Shannon V. and Pottery*50	130,000	F. & A.	Aug. '71 8
Boston and Providence100	3,700,000	M. & N.	Nov. '71 5	Long Island100	3,000,000	J. & J.	Jul. '69 3	Shore Line100	669,150	J. & J.	Jul. '71 3
Broadway (South Boston)50	400,000	J. A. J. & O.	Oct. '71 24	Louisv. Cin. and Lex.100	1,623,482	J. & J.	Jul. '69 3	Sixth Avenue (N. Y.)100	636,200	J. & J.	May '70 7
Broadway & 7th Av. (N. Y.)100	2,100,000	J. & D.	June '70 3	Louisville and Nashville100	8,680,912	F. & A.	Feb. '71 4	Somerville100	750,000	M. & N.	Nov. '71 8
Brooklyn City100	399,500	F. M. A. N.	Nov. '71 3	Louisv. N. Alb. & Chicago100	2,800,000	A. & O.	Dec. '70 3	South Carolina100	5,819,275	J. & J.	Jul. '68 3
Brooklyn City & New'n.100	1,100,000	M. & N.	May '71 3	Lowell and Lawrence100	200,000	A. & O.	Oct. '71 8	South Western, Georgia*100	259,650	F. & A.	Aug. '71 4
Buffalo, Bradford & Pitts.100	1,100,000	F. & A.	Aug. '70 4	Lowell Horse100	55,830	J. & J.	July '71 5	Staten Island100	3,939,900	J. & J.	Jul. '67 4
Bull. New York & Erie*100	960,000	M. & N.	May '71 3	Macon and Western100	2,500,000	J. & J.	July '71 5	Stony Brook100	600,000	M. & N.	Nov. '70 8
Burlington and Mo. Riv.100	1,257,000	A. & O.	Oct. '71 4	Mahogany & B'd Mount*60	1,676,215	J. & J.	July '71 5	Strombridge & Pittsfield100	207,800	F. & A.	Aug. '71 3
Burlington and Mo. Riv. pref.100	583,000	F. & A.	Aug. '71 3	Maine Central100	3,400,500	M. & N.	Nov. '71 5	Summit Branch100	445,700	J. & J.	Aug. '71 3
Camden and Amboy100	5,847,830	F. & A.	Aug. '71 3	Manchester & Lawrence100	1,000,000	M. & N.	Nov. '71 5	Syr. Bingham. and N. Y.100	1,314,130	J. & J.	July '71 4
Camden and Atlantic100	377,100	J. & J.	July '69 3	Marietta & Cincinnati100	2,029,778	M. & S.	Sep. '66 3	Taunton Branch100	400,000	J. & D.	July '71 4
Camden & Burlington Co.100	341,000	J. & J.	Jul. '71 22	Massachusetts pref.100	8,150,719	F. & A.	Sep. '66 3	Tennessee and Alabama100	595,922	J. & J.	July '71 6
Cape Cod100	915,571	J. & J.	June '71 3	Massachusetts pref.100	4,460,368	F. & A.	Dec. '70 3	Terre Haute and Indiana.50	1,888,150	J. & J.	May '70 7
Cape May and Millville*50	447,000	J. & D.	June '71 3	Massachusetts pref.100	4,460,368	F. & A.	June '69 3	Third Avenue (N. Y.)100	1,750,000	J. & J.	July '71 2
Catawissa100	1,139,800	M. & N.	Nov. '71 3	Massachusetts pref.100	4,460,368	F. & A.	June '69 3	Thirteenth and Fif. (Ph.)50	2,700,000	J. & J.	Jan. '71 4
Catawissa pref.100	2,200,000	M. & N.	Nov. '71 3	Memphis and Charleston100	6,312,425	J. & J.	July '71 5	Tol. Peoria and Warsaw100	1,000,000	J. & J.	1870, 11 4
Cayuga & Susquehanna*100	689,110	J. & J.	July '71 4	Memphis and Ohio100	670,000	J. & J.	July '71 5	Tol. Peoria and Warsaw pref.100	1,000,000	J. & J.	1870, 11 4
Cedar Rapids & Mo. pref.100	765,000	M. & N.	Nov. '71 3	Metropolitan (Boston)100	1,250,000	J. & J.	July '71 5	Tol. Wabash and West.100	1,400,000	M. & N.	May '70 3
Central of Georgia100	4,660,300	J. & J.	July '70 5	Michigan Central100	13,225,848	J. & J.	July '71 5	Troy and Boston100	607,111	J. & D.	Jun. '71 3
Central of New Jersey100	15,000,000	J. & J.	Oct. '71 2	Middleboro' and Taunton100	149,029	A. & O.	Dec. '70 2	Troy and Greenbush*100	274,400	J. & J.	Nov. '70 4
Central Ohio100	2,425,000	J. & D.	June '71 3	Middlesex (Boston)100	400,000	A. & O.	Oct. '71 3	Union Transport'n (Bos.)100	200,000	M. & N.	Nov. '70 4
Do. pref.100	400,000	J. & D.	Jun. '71 2	Mill Creek and Minch.100	323,375	J. & J.	July '71 4	Union (Phila.)100	291,475	J. & J.	July '71 1
Con. Park, N. & E. River100	970,000	J. & J.	Oct. '67 2	Millville and Glassboro'100	405,020	F. & A.	Feb. '70 5	Utica and Black River100	1,668,000	J. & J.	July '70 3
Chemung*100	390,000	J. A. J. & O.	Jan. '70 3	Millw. & P. pref.100	11,422,664	J. & J.	Dec. '70 7	Vermont and Canada*100	2,500,000	J. & D.	Dec. '71 4
Cheshire, preferred100	2,085,925	J. & J.	Sept. '71 5	M. Hill & Sennely. Haven50	3,856,450	J. & J.	July '71 3	Vermont Central100	6,000,000	J. & J.	July '71 2
Chicago and Alton100	8,925,500	M. & S.	Sept. '71 5	Mobile and Ohio100	4,269,520	J. & J.	Dec. '67 4	Vermont and Massachusetts100	2,500,000	J. & J.	July '71 2
Chicago, Burl. & Quincy100	16,500,210	M. & S.	Sept. '71 5	Montgomery & W. Point100	44,100	J. & D.	Dec. '67 4	Vicksburg and Meridian100	357,405	J. & J.	July '71 2
Chicago, Iowa & Nebras.*100	1,000,000	J. & J.	July '71 5	Morris and Essex*100	1,900,950	M. & N.	Nov. '71 5	Virginia Central100	3,353,679	J. & J.	July '71 2
Chicago and Milwaukee*100	2,227,000	J. & J.	June '71 5	Mt. Carbon & Ft. Carbon*60	282,330	J. & J.	July '71 4	Virginia and Tennessee100	3,506,300	J. & J.	Jan. '71 3
Chicago & N. Western100	14,618,629	J. & D.	June '71 5	Nashua and Lowell100	720,000	J. & J.	Nov. '71 5	Western Union100	2,707,693	F. & A.	Dec. '70 4
Chicago, R. I. & Pacific100	17,000,000	A. & O.	Oct. '71 4	Nashua & Lowell pref.100	2,066,544	F. & A.	Dec. '70 5	West Jersey100	1,209,000	J. & J.	July '71 5
Cin. Ham. & Dayton100	3,000,000	A. & O.	Oct. '71 4	New Bedford & Taunton100	1,818,000	M. & N.	Nov. '71 4	West Philadelphia100	949,100	J. & J.	July '71 5
Cincinnati City Passenger Street100	428,646	M. & N.	Nov. '71 3	New Haven & N. London100	738,535	J. & J.	Jan. '69 3	Wilm. and Weldon100	1,468,776	J. & J.	Jan. '71 3
Cin. Sand. & Cleve. pref.50	192,750	J. & J.	July '71 7	New Haven & Northampton100	1,800,000	J. & J.	Jan. '69 3	Winchester and Potomac100	1,647,650	J. & J.	July '71 5
Citizens' Passenger (Phila.)50	11,620,000	F. & A.	Aug. '71 3	New Jersey100	7,297,200	F. & A.	Oct. '71 4	Warren100	1,517,650	J. & J.	July '71 5
Clev. Col. Cin. & Ind.100	2,056,750	M. & N.	Nov. '71 3	New London Northern100	1,003,500	A. & O.	Oct. '71 4	Worcester and Nashua70	1,400,555	J. & J.	July '71 5
Cleveland & Mahoning*60	7,494,588	F. M. A. N.	Nov. '71 3	N. Y. Central & Hudson R.100	45,000,000	A. & O.	Oct. '71 4				
Cleveland and Pittsburgh*60	6,000,000	F. & A.	Aug. '71 4	" Certificates100	14,428,330	A. & O.	Oct. '71 4				
Cleveland and Toledo*60	1,788,500	M. J. S. D.	Sept. '71 2	New York and Harlem100	8,500,000	J. & J.	July '71 4				
Columbus and Xenia*100	1,500,000	M. & N.	Nov. '71 3	" pref.60	1,500,000	J. & J.	July '71 4				
Concord100	350,000	J. & J.	July '71 3	New York & New Haven100	9,000,000	J. & J.	July '71 5				
Concord & Ports. guar.100	600,000	J. & J.	July '71 3	N. Y., Provid. & Boston100	2,000,000	J. & J.	July '71 5				
Coney Island & Brooklyn Ex.100	2,084,200	F. & A.	Aug. '71 3	Ning. Bridge & Carandale*100	1,000,000	J. & J.	July '71 5				
Connecticut River100	1,710,000	J. & J.	July '71 4	Norfolk & Petersburg guar.100	137,500	J. & J.	Jan. '71 3				
Cumberland Valley*100	4,062,600	A. & O.	Apr. '71 4	North Carolina100	4,000,000	M. & N.	July '70 3				
Danbury and Newr.100	400,000	quarterly	Dec. '70 3	Northern Central100	5,000,000	A. & N.	Nov. '71 3				
Dayton and Michigan*100	2,400,000	J. & J.	Jan. '71 3	North Eastern (S. C.) pref.100	155,000	J. & D.	May '67 4				
Delaware*100	1,107,291	J. & J.	Jan. '71 3	Northern of N. Hampsh.100	3,068,400	J. & J.	June '71 4				
Del. Lackaw. & Western100	16,277,500	J. & J.	Dec. '70 6	North Pennsylvania100	3,150,150	J. & J.	Feb. '71 5				
Des Moines Valley100	1,820,200	J. & J.	Dec. '70 6	Norwich & Worcester100	2,364,400	J. & J.	Aug. '71 5				
Detroit & Milwaukee100	452,350	J. & J.	Dec. '70 6	Ogdenab. & L. Champl'n100	3,051,800	J. & J.	July '71 3				
D. Dock, E. B'dw. & Bat.100	2,090,000	F. M. A. N.	May '70 2	" pref.100	2,000,000	A. & O.	Oct. '71 4				
Dubuque and Sioux City*100	5,000,000	J. & J.	July '71 2	Ohio and Mississippi100	18,995,847	J. & D.	Jun. '71 3				
Do. pref.100	392,550	J. & J.	July '71 3	Oil Creek & Allegheny R.50	4,289,450	J. A. J. & O.	Jul. '71 3				
East Mahanoy100	4,062,600	J. & J.	July '71 3	Old Colony & Newport100	4,959,029	J. & J.	July '71 3				
Eastern (Mass.)100	492,500	J. & J.	July '71 4	Orange and Newark100	289,500	F. & A.	Feb. '71 4				
Eastern (N. H.)100	1,309,200	J. & J.	July '71 4	Oswego and Syracuse50	482,400	F. & A.	Feb. '71 4				
East Pennsylvania100	1,969,524	J. & J.	July '71 3	Pacific of Missouri100	3,711,196	J. & J.	Jan. '71 2				
East Tenn. V. & Ga.100	1,000,000	J. A. J. & O.	Jan. '69 4	Panama100	7,000,000	J. A. J. & O.	Jan. '71 2				
Elgin, Jeffers. & Canand*100	500,000	F. & A.	Feb. '71 2	Patterson and Ramapo100	248,000	J. & J.	Jan. '71 4				
Elmira & Williamsport*60	1,316,900	M. & N.	May '71 2	Patterson and Hudson Riv.100	630,000	J. & J.	Dec. '71 6				
Do. pref.60	500,000	J. & J.	Jun. '71 3	Pennsylvania100	33,850,000	F. & A.	Aug. '71 4				
Erie Railway100	75,000,000	F. & A.	Feb. '66 4	Peoria & Bureau Valley*100	1,200,000	J. & J.	Jul. '69 8				
Do. pref.100	8,538,916	Annual	Dec. '69 7	Peoria and Hannibal100	600,000	J. & J.	Jan. '71 3				
Erie & Pittsburgh100	9										

	Amounts outstanding.	Interest.		WHEN PAY-ABLE.	Market Price.	* Indicates that no interest is paid.	Amounts outstanding.	Interest.		WHEN PAY-ABLE.	Market Price.
		Rate.	Payable.					Rate.	Payable.		
National Securities Nov. 1, 1871.											
Loan of June 14, 1858.....registered	\$6,045,000	5	Jan. & July.	1874	105 1/2	Maryland—Eastern Shore R. R. Loan.....	20,131	5	J. A. J. & O.	1890	1890
.....coupon	13,955,000	5	"	1874	110	.. —Defense Loan Bonds.....	3,651,398	5	"	"	1883
Loan of February 8, 1861.....registered	13,728,000	6	Jan. & July.	1880	105 1/2	.. —Southern Relief Bonds.....	100,000	6	"	"	1873
.....coupon	4,687,000	6	"	1880	112	Massachusetts—State Scrip.....	275,000	6	Jan. & July.	71-76	71-76
Oregon War Bonds of March 2, 1861.....coupon	945,000	6	Jan. & July.	1881	112	320,000	5	April & Oct.	73-74	73-74
Loan of July 1, and Aug. 3, 1861.....registered	124,928,950	6	Jan. & July.	1881	116 1/2	133,000	5	May & Nov.	72-73	72-73
.....coupon	64,392,250	6	"	1881	116 1/2	.. —Union Fund Loan of 1861.....	3,000,000	6	June & Dec.	71-76	71-76
Loan of Feb. 25, 1862 (5-20s).....registered	78,459,200	6	May & Nov.	1882	111 1/2 of 1863.....	600,000	5	Jan. & July.	71-76	71-76
(5-20s).....coupon	379,801,850	6	"	1882	111 1/2	.. —Coast Defense Loan.....	888,000	5	"	"	1883
Loan of March 3, 1863.....registered	53,360,150	6	Jan. & July.	1881	115 1/2	.. —Bounty Loan of 1863.....	200,000	5	"	"	1883
.....coupon	21,639,850	6	"	1881	115 1/2 of 1864.....	4,379,500	5	May & Nov.	1894	1894
Loan of March 3, 1864 (5-20s).....registered	2,492,600	6	May & Nov.	1884	111 1/2 (stg.).....	4,000,744	5	"	"	1894
(5-20s).....coupon	41,029,900	6	May & Nov.	1884	111 1/2	.. —War Loan (cur. 5-20 yr.).....	3,505,000	6	Mar. & Sept.	1886	101
Loan of June 30, 1864 (5-20s).....coupon	41,226,000	6	"	1884	111 1/2	.. —Western R. R. Loan, (stg.).....	791,816	5	April & Oct.	1871	1871
Loan of March 3, 1865 (5-20s).....registered	43,292,600	6	May & Nov.	1885	111 1/2	.. —T. & G. R. R. & Hoosac T. stg.....	3,506,580	5	"	"	88-90
(5-20s).....coupon	120,511,500	6	"	1885	111 1/2	966,500	5	"	"	91-95
.. .. 2d series (5-20s).....registered	13,599,650	6	Jan. & July.	1885	113 1/2	.. —Southern Vermont R. R.....	200,000	5	"	"	1890
(5-20s).....coupon	167,020,250	6	"	1885	113 1/2	.. —Eastern R. R.....	50,000	5	Jan. & July.	1871	1871
.. .. 3d series (5-20s).....registered	91,224,350	6	Jan. & July.	1887	113 1/2	.. —Norwich & Worcester.....	400,000	6	"	"	1877
(5-20s).....coupon	230,782,800	6	"	1887	114 1/2	.. —Bos., Hartf. & Erie (stg.).....	3,599,024	5	"	"	1900
.. .. 4th series (5-20s).....registered	12,475,000	6	Jan. & July.	1888	113 1/2	.. —Michigan—Renewal Loan Bonds.....	160,000	6	"	"	1878
(5-20s).....coupon	26,815,450	6	"	1888	114 1/2	.. —Two Million Loan Bonds.....	1,621,000	6	"	"	73-83
Loan of March 3, 1864, (10-40s).....registered	137,841,600	5	Mar. & Sept.	1904	109 1/2	.. —War and Bounty Loan Bonds.....	478,000	7	May & Nov.	1890	1890
(10-40s).....coupon	56,725,700	5	"	1904	109 1/2	.. —Sault St. Marie Canal Bonds.....	86,000	6	Jan. & July.	1879	1879
Consols of July 14, '70 & Jan. 20, '71 registered	54,483,150	5	F. M. A. & N.	1881	111 1/2	.. —Minnesota—State Building Loan Bonds.....	250,000	7	Jan. & July.	71-79	71-79
.....coupon	8,007,150	5	"	1881	111 1/2	.. —Sioux War Loan Bonds.....	100,000	7	May & Nov.	1872	1872
Consols registered	4,000,000	4 1/2	F. M. A. & N.	1886	111 1/2	.. —Railroad Loans Bonds.....	2,275,000	7	"	"	1883
.....coupon	4,000,000	4 1/2	"	1886	111 1/2	.. —Mississippi—State Bonds (for banks).....	2,000,000	6	"	"	41-71
Consols registered	4,000,000	4	F. M. A. & N.	1901	111 1/2	.. —Missouri—State Bonds proper.....	438,000	6	Jan. & July.	1883	1883
.....coupon	4,000,000	4	"	1901	111 1/2	.. —Interest Bonds of 1868.....	2,727,000	6	"	"	1888
Dem. Cer. of Mar. 2, '67, and July 25,											

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Buffalo, Corry and Pittsburgh:						
1st Mortgage.....	\$930,000	7	Jan. & July.	New York.	1886	....	1st Mortgage (B. C. & P. of Pa.)	\$100,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:							1st Mort. (Buff. & O.C. Cross-cut)	600,000	7	"	"	1886	....
1st Mortgage, guar. by Ala. gold	16,000pm	8*	Jan. & July.	New York.	1889	....	Buffalo, New York and Erie:						
2d Mortgage.....	9,000pm	8	"	"	1889	....	1st Mortgage.....	2,000,000	7	June & Dec.	New York	1877	96
Alabama and Georgia:							2d Mortgage.....	380,000	7	May & Nov.	"	1872	....
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....	Burlington, Cedar Rapids & Minn.						
Albany and Susq.(D. & H. Canal):							1st Mortgage conv. & skg'd. gold	20,000pm	7*	May & Nov.	New York.	1919	88 1/2
1st Mortgage, 1863.....	1,000,000	7	Jan. & July.	New York.	1888	....	Burlington and Missouri River.						
2d Mortgage, 1865.....	2,000,000	7	April & Oct.	"	1885	92 1/2	Stock Bonds redeem. in pref. st'k	600,000	7	Jan. & July.	Bost. & N. Y.	1875	101
3d Mortgage, 1869.....	175,000	7	May & Nov.	"	1881	....	Stock Bonds " "	1,999,350	8	"	"	1878	....
Albany City Loan, 1865.....	1,000,000	6	"	"	1895	....	Stock Bonds conv. into com. st'k	1,250,000	8	April & Oct.	"	1879	100
Allegheny Valley:							Stock Bonds " "	1,246,800	8	Jan. & July.	"	1889	....
1st General Mortgage, 1866.....	4,000,000	7 1/2	Jan. & July.	New York.	1896	91 1/2	1st Mort. (Branch) bonds.....	900,000	8	"	"	1894	103
1st Mortgage, Eastern Extension	45,000	7	"	"	....		1st Mortgage land grant inconv.	5,060,020	7	April & Oct.	New York.	1893	94
Special Bonds to State of Penn.	3,500,000	5	"	"	....		Burlington & Mo. Riv. in Neb.:						
American Central (C. B. & Q.):							1st Mort. for \$5,000,000, conv.:	3,360,000	8	Jan. & July.	Boston.	1894	14
1st Mortgage, traffic guar. 1868..	800,000	8	Jan. & July.	New York.	1878	....	California Pacific:						
Androscooggin:							1st Mortgage, sinking fund.....	2,250,050	7*	Jan. & July.	New York.	1889	106
1st Mortgage (Bath Loan).....	425,000	6*	April & Oct.	Portland.	1890	....	Camden and Amboy:						
Andros & Kennebec (Maine C.):							Sterling Bonds, £288,000 @ 4.84..	1,396,824	6*	April & Oct.	London.	1880	....
1st Mortgage 1860 and 1861.....	1,100,000	6*	Feb. & Aug.	Boston.	'90-'91	86	Dollar Loan of 1875.....	675,000	6	"	New York.	1875	95
Atchafalpa, Topeka and Santa Fe:							Dollar Loan of 1883.....	1,700,000	6	Feb. & Aug.	"	1883	90
1st Mortgage tax free.....gold	15,000pm	7*	Jan. & July.	New York.	1900	83	Dollar Loan of 1889.....	866,000	6	March & Sept.	"	1889	90
Atlanta and Richmond Air Line:							Consolidated Loan.....	4,929,203	6	June & Dec.	"	1889	93 1/2
1st Mortgage tax free, 1870.....gold	16,000pm	8*	Jan. & July.	New York.	1900	....	Sterling (United Co's) Loan.....	1,846,000	6	March & Sept.	London.	1894	....
Atlantic and Great Western:							Dollar (United Co's) Loan.....	154,000	6	"	New York.	1894	....
1st Mortgage (N. Y. Penn. & O.)	8,512,400	7*	Various.	London & N. Y.	'76-'84	....	Camden and Atlantic:						
2d Mortgage (N. Y. Penn. & Ohio)	3,908,000	7*	"	"	'81-'83	....	1st Mortgage of 1863.....	490,000	7	Jan. & July.	Philadelphia.	1873	....
Consolidated Mortgage.....	17,579,500	7*	April & Oct.	London.	1895	....	2d Mortgage of 1864.....	500,000	7	April & Oct.	"	1879	....
Atlantic and Gulf:							Camden and Burlington County:						
1st Mortgage (consol.) tax free..	2,000,000	7	Jan. & July.	New York.	1887	....	1st Mortgage of 1865.....	308,000	6	Feb. & Aug.	Philadelphia.	1897	....
Atlantic, Mississippi and Ohio:							Carthage & Burlington (C.B. & Q.):						
1st Mortgage on whole line.....	15,000pm	7	"	New York.	1901	....	1st Mortgage guar. and free tax..	600,000	8	May & Nov.	New York.	1879	95 1/2
Atlantic and North Carolina:							Catawissa:						
1st Mortgage.....	200,000	8	Jan. & July.	New York.	1873	....	1st Mortgage.....	232,000	7	Feb. & Aug.	Philadelphia.	1882	95
Atlantic and Pacific:							Cedar Falls and Minnesota (H.C.):						
Land Mort. (500,000 acres).....gold	3,000,000	6*	Jan. & July.	New York.	1888	....	1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1884	85
1st Mortgage (So. Pacific).....gold	7,250,000	6*	"	"	1888	....	1st Mort. (W. to Minn. L. 62 m.)	1,377,000	7	Jan. & July.	"	1907	....
Atlantic and St. Lawrence:							Cedar Rapids & Mo. Riv. (C. & N.W.):						
Portland City Loan (skg fund) ..	825,000	6	Various.	B. & N. Y.	1871	....	1st Mortgage Land Grant.....	3,617,000	7	April & Oct.	New York.	'91-'16	89
2d Mortgage.....	404,200	6	April & Oct.	Port. & Bost.	1871	....	Central Branch Union Pacific:						
2d Mortgage, sterling.....	885,500	6*	"	London.	1884	....	1st Mort. (Atch. & Pike's F.) gold	1,600,000	6*	May & Nov.	New York.	1896	....
Sterling Loan of 1864 (5-20s).....	484,000	6*	May & Nov.	"	1878	....	2d Mortgage Govern't subsidy.	1,600,000	6	Jan. & July.	"	1895	....
Bald Eagle Valley (Penn. R.R.):							Central of Georgia:						
1st Mortgage.....	371,200	6	Jan. & July.	Philadelphia.	1881	....	1st Mortgage.....	789,000	7	March & Sept.	Savannah.	1875	....
2d Mortgage.....	100,000	7	"	"	1884	....	Central of Iowa:						
Baltimore and Ohio:							1st Mort. conv. & tax free.....gold	16,000pm	7*	Jan. & July.	New York.	1899	....
Loan of 1865, sinking fund.....	863,250	6	Jan. & July.	Baltimore.	1875	96 1/2	Central of New Jersey:						
Loan of 1860.....	679,500	6	"	"	1880	95	2d Mortgage.....	254,000	7	May & Nov.	New York.	1875	....
Loan of 1863.....	1,710,500	6	April & Oct.	"	1885	93 1/2	New Loan for \$5,000,000.....	2,837,000	7	Feb. & Aug.	"	1890	102
Loan of 1869.....sterling	3,872,000	6*	March & Sept.	London.	1895	....	Central Ohio (B. & O.):						
Loan of 1865 (Baltimore) skg fd.	5,000,000	6*	Jan. & July.	Baltimore.	1890	....	1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	84 1/2
Baltimore and Potomac:							Central Pacific of California:						
1st Mort. of 60 for \$3,000,000 g'd	.....	6*	Jan. & July.	New York.	1899	....	1st Mortgage.....gold	26,010,000	6*	Jan. & July.	New York.	'95-'99	102 1/2
Bangor and Piscataquis:							Subordinate Loan (Int. by State)	1,500,000	7*	"	"	1885	....
1st Mortgage (Bangor) loan	58,000	6	April & Oct.	Bangor.	1890	....	Convertible bonds.....	1,500,000	7*	"	"	1883	101 1/2
Barclay Coal:							Income bonds.....	10,000,000	....	"	"	"	....
1st Mortgage.....	107,000	7	March & Sept.	Philadelphia.	1882	....	Charleston and Savannah:						
Bay City and East Saginaw:							1st Mortgage guar. by S. Car.....	505,000	6	May & Nov.	Charleston.	1870	....
1st Mort. guar. by F. & P. Mfg. Co.	100,000	10	Jan. & July.	Detroit.	1886	....	Charlotte, Columbia & Augusta:						
Bay de Noquet and Marquette:							1st Mort. (Char. & S. Car. 110 m.)	71,000	7	Jan. & July.	New York.	1880	....
1st Mortgage Income.....	250,000	8	April & Oct.	Boston.	1875	....	1st Mort. (Col. & Aug. 85 m.) ..	371,600	7	"	"	1890	....
Belfast and Moosehead Lake:							1st Mortgage (consol. 195 m.)...	786,000	7	"	"	1895	....
1st Mort. guar. by M.C. Co. gold	150,000	6*	May & Nov.	Portland.	1890	....	Cheraw and Darlington:						
Bellefontaine & Ind. (C.C. & Ind.)							1st Mortgage.....	150,000	7	April & Oct.	Charleston.	1870	....
1st Mortgage.....	637,000	7	Jan. & July.	New York.	'70-'90	....	2d Mortgage.....	75,000	7	Jan. & July.	"	1879	....
Bellefonte and Snow Shoe:							Cherry Valley, Sharon & Albany:						
1st Mortgage.....	99,000	6	Jan. & July.	Philadelphia.	1883	....	1st Mortgage convertible.....	300,000	7	June & Dec.	New York.	1890	....
Beloit and Madison (C. & N.W.):							Chesapeake and Ohio:						
1st Mortgage guaranteed.....	354,000	7	Jan. & July.	New York.	1888	....	Consol. sink fund, gold (428 m.)	15,000,000	6*	May & Nov.	New York.	1901	93
Belvidere Delaware:							1st Mort. (Va. Cen. RR. 205 m.) gr.	100,000	6	Jan. & July.	"	1880	....
1st Mortgage (guaranteed by)	1,000,000	6	June & Dec.	New York.	1877	....	2d Mort. (" " " ")	186,500	6	"	"	1872	....
2d Mortgage (Camden and)	497,500	6	March & Sept.	Princeton.	1885	82 1/2	3d Mort. (" " " ")	901,000	6	"	"	1884	....
3d Mortgage (Amboy)	745,000	6	Feb. & Aug.	"	1887	82	Income.....	300,000	8	"	"	1876	....
Blue Ridge, (S. Car.):							Cheshire:						
1st Mortgage guar. by State, gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....	Plain bonds.....	771,000	6	Jan. & July.	Boston.	'75-'80	95
Boston, Clinton and Fitchburg:							Chester Creek:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	84	1st Mortgage.....	185,000	6	Jan. & July.	Philadelphia.	1903	....
Equalization or consol. bonds...	248,000	6	"	"	....		Chester & Chicago Br. Junction:						
2d Mortgage of 1869-'70.....	152,500	7	"	"	89-'90	85	1st Mortgage sinking fund.....	1,000,000	10	May & Nov.	St. Louis.	1877	....
Boston, Concord and Montreal:							Chester and Tamarac:						
1st Mort. (Conc. to War. 71 m.)	13,000	7	Feb. & Aug.	New York.	1865	....	1st Mortgage.....	660,000	7*	May & Nov.	New York.	1901	....
2d Mort. conv. (1st M. on 22 1/2 m.)	150,000	6	Jan. & July.	Boston.	1870	....	Chester Valley:						
2d Mort. conv. (1st M. on 22 1/2 m.)	200,000	7	"	New York.	1870	....	1st Mortgage.....	500,000	7	May & Nov.	Philadelphia.	1877	....
Sinking Fund Mortgage.....	507,000	6	"	Boston.	1889	92	Chicago and Alton:						
Boston, Hartford and Erie:							1st Mortgage, pref. sinking fund.	308,000	7	May & Nov.	New York.	1877	101 1/2
1st Mortgage (old).....	280,000	7	March & Sept.	Boston.	1884	....	1st Mortgage.....	2,400,000	7	Jan. & July.	"	1893	103

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Chicago, Cincinnati and Louisville:							Columbus and Hocking Valley:						
1st Mortgage.....	\$1,000,000	7	Jan. & July.	New York.	1887	....	1st Mortgage skg fund.....	\$1,498,000	7	April & Oct.	New York.	1897	....
Chicago, Danville and Vincennes:							2d Mortgage.....	118,000	7	Jan. & July.	" "	1880	....
1st Mortgage S. F. ....gold	2,500,000	7*	April & Oct.	New York.	1909	87½	Columbus, Springfield and Cin.: 1st Mortgage for \$1,000,000.....		7	.....	New York.	18—	....
Chicago, Dubuque & Minnesota:							Columbus and Xenia: 1st Mortgage.....	302,000	6	March & Sept.	New York.	1890	....
1st Mortgage guaranteed.....	25,000pm	7	April & Oct.	New York.	1901	....	Concord and Claremont: 1st and 2d Mortgage.....	374,000	6	.....	Boston.	Due.	....
Chicago and Illinois Southern:							Connecticut and Passumpsic Riv.: 1st Mortgage skg fund, 1886.....	455,800	6	June & Dec.	Boston.	1876	92½
1st Mortgage, 162 miles.....	3,078,000	8	March & Sept.	New York.	1900	....	Notes payable, coupon tax free.	559,429	7	" "	" "	1876	100½
Chicago, Iowa and Nebraska:							Connecticut River: 1st Mortgage skg fund.....	250,000	6	March & Sept.	Boston.	1878	....
2d (now 1st) Mortgage guar.....	591,700	7	Jan. & July.	New York.	1880	95	Connecticut Western: 1st Mortgage.....	81,500	7	.....	Hartford.	18—	....
3d (now 2d) mortgage.....	218,000	7	Feb. & Aug.	" "	1892	....	Connecting (Philadelphia): 1st Mortgage.....	1,000,000	6	March & Sept.	Philadelphia.	1890	89
Chicago & Milwaukee (C. & N.W.):							Contoocook River: 1st Mortgage.....	30,000	6	.....	Boston.	18—	....
1st Mortgage on 45 miles guar.....	397,000	7	May & Nov.	New York.	1874	....	Cooperstown and Susq. Valley: 1st Mortgage.....	100,000	7	Jan. & July.	New York.	1889	....
1st Mortgage (consol.) 85 m. guar.	1,129,000	7	Jan. & July.	" "	1898	93	Coun. Bluffs & St. J. (K. St. J. & C. B.): 1st Mortgage.....	500,000	7	Jan. & July.	New York.	1880	....
Chicago and Northwestern:							2d Mortgage.....	150,000	10	" "	" "	1872	....
Prof. sinking fund b'ds (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	99	Covington and Lex. (Ky. Cen.): 1st Mortgage March 1862.....	120,000	7	March & Sept.	New York.	1872	....
Interest (P'd coup. b'ds (193m.).	755,000	7	May & Nov.	" "	1882	95	2d Mortgage March 1863.....	844,000	7	" "	" "	1883	....
1st Mortgage General (193 m.).	3,588,000	7	Feb. & Aug.	" "	1886	96	3d Mortgage June 1865.....	237,000	7	June & Dec.	" "	1885	....
1st Mortgage, Appleton Ext.....	184,000	7	" "	" "	1885	....	Cumberland Coal and Iron: 1st Mortgage of March 1866.....	803,500	6	March & Sept.	New York.	1891	....
1st Mortgage, Green Bay Ext.....	300,000	7	" "	" "	1885	....	2d Mortgage of May 1, 1868.....	770,000	6	May & Nov.	" "	1888	....
Equipment Mortgage.....	101,000	7	April & Oct.	" "	1874	....	1st Mort. (George's Cr.) assumed	98,600	6	June & Dec.	" "	1881	....
1st Mort. (Gal. & Chic. U. R. R.)	1,785,000	7	Feb. & Aug.	" "	1882	....	Cumberland Valley: 1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mort. (Gal. & Chic. U. R. R.)	948,000	7	May & Nov.	" "	1875	....	2d Mortgage.....	109,500	8	Jan. & July.	" "	1908	....
Miss. Riv. Bridge (" ")	200,000	7	Jan. & July.	" "	1884	....	Plain bonds.....	81,800	8	Jan. & July.	" "	1884	....
1st Mort. (Elgin and State Line).	135,000	7	" "	" "	1878	....	Danbury and Norwalk: 1st Mortgage of 1869.....	100,000	7	Jan. & July.	New York.	1890	....
1st Mortgage (Peninsula).....	767,000	7	March & Sept.	" "	1898	....	1st Mortgage of 1869.....	200,000	7	" "	" "	1890	....
Consol. skg fund Mort. (800 m.).	2,570,000	7	May & Nov.	" "	1916	92	Danv., Hazleton & Wilkesbarre: 1st Mortgage tax free 1868.....	1,400,000	7	April & Oct.	Philadelphia.	1888	....
Equipment Mortgage.....	275,000	10	" "	" "	1871	....	Davenport and St. Paul: 1st Mortgage of June 1, 1870.....	20,000pm	7	June & Dec.	New York.	1890	....
1st Mort. (Chic. & Mil. R. R.) 45m.	397,000	7	May & Nov.	" "	1874	....	Dayton and Michigan: 1st Mortgage sinking fund.....	2,776,000	7	Jan. & July.	New York.	1884	....
2d Mort. (Mil. & Chi. R. R.) 40m.	182,000	7	March & Sept.	" "	1874	....	2d Mortgage.....	642,000	7	March & Sept.	" "	1879	....
3d Mort. (" ") 40m.	10,500	7	June & Dec.	" "	1898	....	3d Mortgage.....	700,000	7	April & Oct.	" "	1888	....
1st Mort. (Chi. & Mil. R. W.) 85m	1,185,000	7	Jan. & July.	" "	1898	93	Toledo Depot bonds.....	189,500	7	March & Sept.	" "	1871	....
1st Mort. (Bel. & Mad. R. R.) 46m.	333,000	7	" "	" "	1888	....	Dayton and Union: 1st Mortgage, registered.....	149,000	7	March & Sept.	New York.	1879	....
1st Mort. (Mad. Exten.) 120 m. g'd	3,150,000	7*	April & Oct.	" "	1911	....	2d Mortgage.....	135,000	7	June & Dec.	" "	1879	....
1st Mort. (Men. Exten.) 120 m. g'd	2,700,000	7*	Jan. & July.	" "	1911	....	Income Bonds.....	252,445	6	" "	" "	1879	....
Chicago & Mich. Lake Shore:							Dayton and Western: 1st Mortgage.....	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage.....	4,000,000	8	March & Sept.	New York.	1889	....	1st Mortgage.....	433,000	6	" "	" "	1905	....
Chicago, Pekin & Southwestern:							Decatur & E. St. Louis (T. W. & W.): 1st Mortgage.....	2,700,000	7	Jan. & July.	New York.	1890	....
1st Mortgage.....gold	15,000pm	7*	Jan. & July.	New York.	1891	....	Decatur, Sullivan and Mattoon: 1st Mortgage.....	500,000	8	March & Sept.	New York.	1901	....
Chicago, Rock Island and Pacific:							Delaware: 1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage (consol.).....	9,000,000	7	Jan. & July.	New York.	1896	101	Delaware State Loan.....	170,000	6	" "	" "	1876	....
Chl. & Southwestern (C., R. I. & Pac.):							Guaranteed Bonds.....	100,000	6	" "	" "	1875	....
1st Mort. guar. and tax free, gold	5,000,000	7*	May & Nov.	New York.	1889	....	Exten. (Seaf. to Delmar) bonds.....	100,000	6	" "	" "	1880	....
Chillicothe & Brunswick (N. Mo.):							Delaware, Lackawanna & Western: 1st Mort. (Lack. & Western).....	564,000	7	Jan. & July.	New York.	1871	....
1st Mortgage guaranteed.....	500,000	8	Jan. & July.	New York.	1894	....	1st Mort. (Eastern Ext.).....	1,111,000	7	April & Oct.	" "	1875	100
Cincinnati, & Balt. (Mar. & Cin.):							2d Mort. (General).....	1,633,000	7	March & Sept.	" "	1881	97½
1st Mortgage guaranteed.....	500,000	7	April & Oct.	Baltimore.	18—	....	Denver Pacific: 1st Mortgage (Land grant).....gold	2,500,000	7*	May & Nov.	New York.	1897	....
Cincinnati, Hamilton and Dayton:							Des Moines Valley: 1st Mortgage (on 154 miles).....	2,310,000	8	April & Oct.	New York.	1877	....
1st Mort. of 1855 extended.....	1,250,000	7	May & Nov.	New York.	1880	....	2d Mortgage Land grant.....	4,690,000	8	" "	" "	1898	....
2d Mortgage of 1865.....	500,000	7	Jan. & July.	" "	1885	....	Income Bonds.....	462,000	7	Jan. & July.	" "	1884	....
3d Mortgage of 1867, skg fund.....	282,000	8	June & Dec.	" "	1877	....	Detroit, Hillsdale and Indiana: 1st Mort. (16,000 p. m.)..... guar.	1,080,000	8	June & Dec.	New York.	1890	87½
Cinc. and Indiana (C. Laf. & Chi.):							Detroit, Lansing & L. Michigan: 1st Mortgage.....	3,000,000	8	May & Nov.	New York.	1890	....
1st Mortgage guaranteed.....	500,000	7	June & Dec.	New York.	1892	....	1st Mortgage Ionia and Lansing: 2d Mortgage Ionia and Lansing.....	770,000 300,000	8 8	Jan. & July. May & Nov.	" " "	1879 1880	....
2d Mortgage guaranteed.....	1,500,000	7	Jan. & July.	" "	1877-87	....	Detroit and Milwaukee: 1st Mortgage, convertible.....	2,500,000	7	May & Nov.	New York.	1875	....
Cincinnati and Indianapolis June:							2d Mortgage.....	1,000,000	8	" "	" "	1875	....
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....	1st Mortgage Funded Coupons.....	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage.....	800,000	7	March & Sept.	" "	1893	....	2d Mortgage Funded Coupons.....	377,115	7	May & Nov.	" "	1875	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....	Bonds of June 30, 1866, (cond.).....	1,916,629	6	" "	NY & Detroit.	1886	....
Cincinnati, Lafayette and Chi.: 1st Mortgage.....gold	20,000pm	7*	March & Sept.	New York.	1901	....	Bonds of Sept. 6, 1866.....	300,000	6	March & Sept.	New York.	1886	....
Cin. and Martinsville (C. & Laf.):							Sterling (Oakl. & Ottawa R. R.)	160,867	6*	May & Nov.	NY & London.	1873	....
1st Mortgage guaranteed.....	400,000	7	Jan. & July.	New York.	1895	....	Dollar (" ").....	51,000	7	" "	New York.	1873	....
Cincinnati, Richmond & Chicago:							Detroit, Mon. & Tol. (M.S. & N.L.) 1st Mortgage Aug. 1, 1866.....	924,000	7	Feb. & Aug.	New York.	1876	....
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1895	....	Detroit and Pontiac (Det. & Mil.): 1st Mortgage.....	150,000	7	April & Oct.	New York.	1878	....
Cincinnati, Sandusky and Clev.: 1st Mortgage of 1867.....	1,061,861	7	June & Dec.	New York.	1890	81	2d Mortgage.....	100,000	7	Jan. & July.	" "	1878	....
1st Mort. (San. Day. and Cin.)	998,000	6	Feb. & Aug.	Boston.	1900	77½	1st Mortgage.....	250,000	8	Feb. & Aug.	" "	1886	....
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	" "	1877	91½	Dixon, Peoria & Han. (C.B. & Q.): 1st Mortgage, traffic guarantee.....	800,000	8	Jan. & July.	New York.	1890	96½
Cincinnati and Zanesville:							Dubuque, Bellevue and Miss.: 1st Mortgage.....	1,000,000	8	April & Oct.	New York.	1890	....
1st Mortgage.....	1,300,000	7	May & Nov.	New York.	1893	....	Dubuque Southwestern: 1st Mortgage, preferred.....	100,000	7	Jan. & July.	New York.	1883	....
Clev., Col. and Cine. (C. C. & I.): 1st Mortgage \$25,000 a year.....	365,000	7	June & Dec.	New York.	71-84	....	1st Mortgage.....	450,000	7	April & Oct.	" "	1883	....
Clev., Col. & Indianapolis: 1st Mortgage sinking fund.....	2,004,000	7	May & Nov.	New York.	1899	....	Dunkirk, Warren and Pittsburg: 1st Mortgage tax free.....gold	1,000,000	7	June & Dec.	New York.	1900	....
1st Mort. (C. C. and C. R. R.)	365,000	7	June & Dec.	" "	71-84	....						
1st Mort. (Bell. and Ind. R. R.)	646,000	7	Jan. & July.	" "	70-85	....						
Cleveland and Mahoning: 1st Mortgage.....	810,500	7	Feb. & Aug.	New York.	1873	....						
3d Mortgage sinking fund.....	654,500	8	March & Sept.	" "	1876	....						
1st Mort. (Hubbard Br.) skg f'd	117,500	7	Jan. & July.	" "	1881	....						
Clev., Mt. Vernon and Delaware: 1st Mort. for \$1,500,000.....gold	143,000	7*	Jan. & July.	New York.	1900	....						
Clev., Painesv. & Ash. (L. Shore): 1st Mortgage Sunbury and Erie.	500,000	7	Jan. & July.	New York.	1874	97½							
2d Mortgage (registered).....	1,000,000	7	" "	" "	1880	....						
3d Mortgage.....	1,000,000	7	April & Oct.	" "	1892	98							
Cleveland and Pittsburg: 2d Mortgage.....	790,500	7	March & Sept.	New York.	1873	....						
4th Mortgage.....	1,558,000	7	May & Nov.	" "	1875	97							
Consol. skg f'd Mort. \$5,000,000.....	1,104,844	6	Jan. & July.	" "	1892	84							
Cleveland & Toledo (L.S. & M. So.): 1st Mortgage Sinking Fund.....	628,000	7	May & Nov.	" "	1900	95							
2d Mortgage of 1866.....	2,104,000	7	Jan. & July.	New York.	1885	100							
1st Mort. (June R. R.).....	884,000	7	April & Oct.	" "	1886	....						
Colebrookdale: 1st Mort. guar. by Ph. and Rdg.	115,000	7	June & Dec.	" "	1872	....						
Columbia and Augusta (C.C. & A.): 1st Mortgage on 85 miles.....	584,700	6	June & Dec.	Philadelphia.	1898	80							
Columbus, Chicago & Ind. Cent.: 1st Mortgage Consol. skg fund.....	371,500	7	Jan. & July.	New York.	1890	....						
2d Mortgage Consol. skg fund.....	15,000,000	7	April & Oct.	New York.	1908	80½							
Columbus & Ind. Cen. (C.C. & I.C.): 2d Mortgage.....	5,000,000	7	Jan. & July.	" "	1909	70							
Income Bonds.....	821,000	7	Jan. & July.	New York.	1886	....						
	1,245,000	7	May & Nov.	" "	1891	....						

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Dubuque and Sioux City:							Grand River Valley (Mich. C.):						
1st Mortgage (1st Division).....	\$300,000	7	Jan. & July.	New York.	1883	93	1st Mortgage, guaranteed.....	\$1,000,000	8	Jan. & July.	New York.	1886	
1st Mortgage (construction).....	600,000	7	"	"	1894		2d Mortgage, guaranteed.....	500,000	8	April & Oct.	"	1888	104½
Sinking Fund (convertible).....	1,000,000	7	May & Nov.	"	1888		Greenville and Columbia:						
Dutchess and Columbia:							1st Mortgage guar. by S. Car....	1,426,546	7	Jan. & July.	New York.	'81-'86	
1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908		1st Mortgage not guaranteed....	378,765	7	"	"	'81-'86	
East Brandywine & Waynesburg:							Greenwich and Johnsonville:						
1st Mortgage.....	140,000	7	Jan. & July.	Philadelphia.	1885		1st Mortgage.....	130,000	7	Jan. & July.	New York.	1889	
2d Mortgage.....	35,000	8	"	"	1873		Hackensack & New York (N.Y.):						
East Pennsylvania (Ph. & Rdg.):							1st Mortgage.....	62,000	7	Jan. & July.	New York.	1872	
1st Mortgage, guar. Skg Fund....	495,000	7	March & Sept.	Philadelphia.	1888		Hackensack & N. York Ext. (N.Y.):						
East Tenn. & Georgia (E.T.V. & G.):							1st Mortgage of May 1, 1869....	129,100	7	May & Nov.	New York.	1889	
1st Mortgage.....	640,000	6	Jan. & July.	New York.	1880		Hannibal and Naples:						
Interest bonds (funded coupons)	136,400	7	"	"	1876		1st Mortgage of Nov. 1, 1868....	675,000	7	May & Nov.	New York.	1898	90
East Tennessee, Virginia & Ga.:							Hannibal & Cen. Mo. (C. & Alton):						
1st Mortgage, consol. skg fund....	3,500,000	7	Jan. & July.	New York.	1900		1st Mortgage guaranteed.....	15,000pm	7	Jan. & July.	New York.	1890	
Eastern Mass.:							Hannibal & St. Joseph:						
State Loan (1st Lien) \$50,000 a yr.	250,000	6	J. A. J. & O.	Boston.	1874		Mo. State Loan, 1851.....	1,500,000	6	Jan. & July.	New York.	1871	92½
Loan of 1862, sterling.....	383,000	6	Jan. & July.	London.	1872		Mo. State Loan, 1855.....	1,500,000	6	"	"	1885	
Loan 1864, convertible.....	750,000	6	Feb. & Aug.	Boston.	1874	96½	Six years Mortgage bonds.....	69,000	10	"	"	1872	
Loan of 1865.....	160,000	6	April & Oct.	"	1885	96½	Three years' notes.....	810,000	8	"	"	1873	
Loan of 1868.....	1,000,000	6	March & Sept.	"	1888		Five years' notes.....	1,024,200	8	"	"	1875	
Loan of 1869.....	600,000	6	May & Nov.	"	1889	96	Fifteen years' bonds.....	1,09,500	8	"	"	1885	99½
Essex Railroad 1st Mortgage.....	194,400	6	Jan. & July.	"	1876	93	1st Mort. (Q. and Palmyra R.R.)	100,000	8	Feb. & Aug.	"	1892	97
Eastern Shore (Md.):							1st Mort. (Kan. City & Cam. R.R.)	1,200,000	10	Jan. & July.	"	1892	109½
1st Mortgage.....	400,000	6	Jan. & July.	Baltimore.	1880		Land Mortgage.....	1,503,700	7	April & Oct.	"	1888	
2d Mortgage.....	180,000	6	April & Oct.	"	1886		Convertible Mortgage.....	5,000	7	Jan. & July.	"	1888	
Elizabethtown and Paducah:							Hanover Branch (Mass.):						
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890		1st Mortgage.....	60,000	7	Jan. & July.	Boston.	1889	
Elmira and Williamsport (N. Cen.):							Harlem Extension:						
Income Mortgage.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	94	1st Mortgage of Jan. 1, 1870....	4,000,000	7	Jan. & July.	New York.	1890	
Real Estate (Elmira) bond.....	50,000	5	May & Nov.	"	1872		Harrisburg & Lancaster (Pa. R.R.):						
Elrie Railway:							1st Mortgage, guaranteed.....	700,000	6	Jan. & July.	Philadelphia.	1883	93
1st Mortgage.....	3,000,000	7	May & Nov.	New York.	1877	101½	Hartford and New Haven:						
2d Mortgage convertible.....	4,000,000	7	March & Sept.	"	1879	95½	1st Mortgage.....	754,000	6	Jan. & July.	New York.	1873	
3d Mortgage.....	6,000,000	7	"	"	1883	89½	Hartford, Providence and Fishkill:						
4th Mortgage convertible.....	4,441,000	7	April & Oct.	"	1880	85	1st Mort. (R. Island 26.32 m.)....	481,000	7	Jan. & July.	Providence.	1876	
5th Mortgage convertible.....	928,000	7	June & Dec.	"	1888	85	1st Mort. (Connecticut 96.04 m.)	1,574,500	7	"	Hartford.	1876	
Buffalo Branch, 1st mortgage.....	186,400	7	Jan. & July.	"	1891		Hastings and Dakota:						
Sterling Loan (\$1,000,000) conv.	4,544,400	6	March & Sept.	London.	1875		1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	1900	
Elrie and Pittsburg (Penn.):							Hempfield:						
1st Mortgage.....	749,400	7	Jan. & July.	Philadelphia.	1882		1st Mortgage (part collateral)....	1,000,000	6	Jan. & July.	Philadelphia.	1872	
2d Mortgage.....	153,000	7	March & Sept.	"	1890		Housatonic:						
Consolidated Mortgage tax free.	1,674,000	7	Jan. & July.	"	1893		1st Mortgage sinking fund.....	191,000	7	Jan. & July.	Bridgeport.	1877	
European & North American:							2d Mortgage.....	100,000	7	Feb. & Aug.	"	1885	
B'gor L'n, 1st on 66 m. & 2d on 45 m.	1,000,000	6	Jan. & July.	N. Y. & Lond.	1898		3d Mortgage of 1869.....	50,000	7	April & Oct.	"	1889	
1st m. R.R. & L'd (B to Win. 45 m)	2,000,000	6	"	"	1899		Houston and Texas Central:						
Evansville and Crawfordsville:							1st Mortgage L.G. skg fund, gold	3,400,000	7	Jan. & July.	New York.	1891	
1st Mortgage (Ev. & Ill. R.R.)....	350,000	7	Jan. & July.	New York.	1889		Hudson River (N.Y. Cen. & H.R.):						
1st Mortgage (Ev. & Chi. R.R.)....	740,000	7	May & Nov.	"	1889		1st Mortgage.....	200,000	7	Feb. & Aug.	New York.	1870	
1st Mort. (Rockville Extension)....	150,000	7	Feb. & Aug.	"	1881		2d Mortgage, sinking fund.....	1,894,000	7	June & Dec.	"	1885	104½
Consolidated Mortgage.....							3d Mortgage.....	180,000	7	May & Nov.	"	1875	
Evansville, Henderson & Nashv.:							Huntington and Broad Top Mt.:						
1st Mortgage of July 1, 1867....	1,000,000	7	Jan. & July.	New York.	1897		1st Mort. (extended 18.0 to 1836)	416,000	7	April & Oct.	Philadelphia.	1890	100
Fall River, Warren & Providence:							2d Mortgage.....	367,500	7	Feb. & Aug.	"	1875	86½
1st Mortgage.....	150,000	7	Jan. & July.	Providence.	1882		1st Mortgage (Consol.).....	1,068,000	7	April & Oct.	"	1895	47
Fleming (on Belv. Del.):							Illinois Central:						
1st Mortgage guaranteed.....	100,000	6	Jan. & July.	Princeton.	1877		1st Mortgage Construction.....	3,090,000	7	April & Oct.	New York.	1875	103
Flint and Pere Marquette:							1st Mortgage Construction.....	332,000	6	"	"	1875	
1st Mortgage L. G. 1st mort.....	267,000	7	May & Nov.	New York.	1880		Redemption currency.....	2,500,000	6	"	"	1890	
1st Mortgage L. G. 2d mort.....	319,000	7	Jan. & July.	"	1887		Redemption, sterling.....	2,500,000	6	"	London.	1890	
1st Mortgage L. G. 3d mort.....	1,200,000	8	March & Sept.	"	1888		Illinois & South. Iowa (T.W. & W.):						
F. & Holly R.R. b'ds (\$25,000 a yr)	600,000	10	May & Nov.	"	1888		1st Mortgage.....	300,000	7	Feb. & Aug.	New York.	1882	85
Flushing & North Side (L.I.):							Indiana and Illinois Central:						
1st Mortgage.....	825,000	7	Jan. & July.	New York.	1889		1st Mortgage.....	2,750,000	7	Jan. & July.	N.Y. & Lond.	1900	
Fonda, Johnston & Gloversville:							Indianapolis, Blooming. & West:						
1st Mortgage.....	300,000	7	"	New York.	1889		1st Mortgage, conv..... gold	5,000,000	7	April & Oct.	New York.	1909	
Ft. W., Jackson & Sag. (Mich. C.):							2d Mortgage.....	1,500,000	8	"	"	1890	
1st Mortgage guaranteed.....	1,500,000	8	Jan. & July.	New York.	1889		Indianapolis, Cin. and Lafayette:						
Ft. W., Muncie & Cin. (F.W. J. & S.):							1st Mortgage (Ind. & Cin.) 95 m.	1,539,500	7	April & Oct.	New York.	1888	
1st Mortgage guaranteed..... gold	1,800,000	7	Jan. & July.	New York.	1889		1st Mortgage (I. C. & L.) 179 m.	2,770,000	7	Feb. & Aug.	"	1897	
Galena & Chic. Union (C. & N.W.):							1st Mortgage (C. & N.W.) 179 m.	1,566,000	7	June & Dec.	"	1899	68½
1st Mortgage.....	1,807,000	7	Feb. & Aug.	New York.	1882	103½	2d Mortgage (Cin. and Ind.)....	500,000	7	"	"	1893	
2d Mortgage.....	985,000	7	May & Nov.	"	1875	100½	1st Mort. (C. & I.) 10, 15 & 20 yrs.	1,500,000	7	Jan. & July.	"	'77-'78	
Miss. River Bridge bonds.....	200,000	7	Jan. & July.	"	1884		Indianapolis, Crawfordsv. & Danv.:						
Georgia:							1st Mortgage.....	1,500,000	7	Jan. & July.	New York.	1888	
Bonds (various).....	681,000	7	Jan. & July.	Augusta.	'71-88		Indianapolis & Madison (J.M. & I.):						
Goshen and Deekertown (Erie):							1st Mortgage of May 1, 1862....	397,000	7	May & Nov.	New York.	1882	
1st Mortgage.....	226,500	7	Jan. & July.	New York.	1889		Indianapolis & Vincen. (Pa. R.R.):						
Gr. Rapids & Indiana (P.F.W. & C.):							1st Mortgage guaranteed.....	1,700,000	7	Feb. & Aug.	New York.	1908	
1st Mortgage guar half yr.... gold	4,000,000	7	Jan. & July.	New York.	1899		2d Mortgage guaranteed.....	1,480,000	7	May & Nov.	"	1889	
1st Mortgage half year..... gold	4,000,000	7	April & Oct.	"	1899		Ionia & Lansing (D.L. & L. Mich.):						
Grand Trunk (Ca.):							1st Mortgage assumed.....	770,000	8	Jan. & July.	New York.	1879	
1st Preference Bonds £2,703,325.	13,516,625	5	Jan. & July.	London.			2d Mortgage assumed.....	300,000	8	May & Nov.	"	1880	
2d Preference Bonds £1,610,284.	8,051,320	4	"	"			Iowa Falls & Sioux City (Ill. Cen.):						
3d Preference Bonds £758,510.	3,792,550	4	"	"			1st Mortgage of April 1, 1869....	2,960,000	7	April & Oct.	New York.	1899	
4th Preference Bonds £5,571,210.	27,855,605	6	"	"			Iowa Midland (C. & N. W.):						
Equipment Bonds £610,480.	3,052,400	6	April & Oct.	"			1st Mort. of Aug. 1, 1870 guar....	18,000pm	8	Feb. & Aug.	New York.	1900	
Postal & Military b'ds £1,200,000	6,000,000	6	Feb. & Aug.	"			Iowa Southern:						
Provincial Debenture's £3,111,500	15,537,500	5	"	"			1st Mortgage, tax free.....	1,000,000	7	June & Dec.	New York.	1908	
Great Falls and Conway:							Ironton:						
1st Mortgage.....	200,000	6	Jan. & July.	Boston.	1878		1st Mortgage.....	130,000	7	May & Nov.	Philadelphia.	1875	
Great Western (Canada):							Jackson, Lansing and Saginaw:						
Perpetual Debentures.....	227,273	5	"	London.	'71-'73		1st Mortgage of 1865.....	1,495,000	8	Jan. & July.	New York.	1885	100
Mortgage Bonds.....	2,076,176	4	"	"	1873		2d Mortgage of 1868 for \$500,000	100,000	8	March & Sept.	"	1888	100
Mortgage Bonds.....	2,375,906	6	"	"	1876		Consolidated Mort. for \$3,000,000		8	May & Nov.	"	1890	99½
Mortgage Bonds.....	618,066	5	"	"	1877		Jameson & Frank. (L.S. & M. So.):						
Mortgage Bonds.....	2,360,333	5	"	"	1878		1st Mortgage guaranteed.....	496,000	7	Jan. & July.	New York.	1897	
Mortgage Bonds.....	301,733	5	"	"	1881		2d Mortgage guaranteed.....	500,000	7	June & Dec.	"	1894	
Mortgage Bonds.....	4,866	5	"	"			Jefferson (Erie):						
Ill. Western of Illinois (T.W. & W.):							1st Mort. (Hawley Section 8 m.)	204,000	7	Jan. & July.	New York.	1887	
1st Mortgage (W. of Decatur)....	687,000	10	April & Oct.	New York.	1871		2d Mort. (").....	96,000	7	"	"	1889	
1st Mortgage (Ill. W. R. R. of 1869)	2,500,000	7	Feb. & Aug.	"	1888	90½	1st Mort. (Carbondale Sec. 38 m)	2,000,000	7	"	"	1889	
2d Mortgage (Ill. W. R. R. of 1869)	2,500,000	7	May & Nov.	"	1893	85	Jeffersonville (J.M. & I.):						
							2d Mortgage assumed.....	2,107,000	7	April & Oct.	New York.	1873	

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Jeffersonville, Madison & Indian:							Lehigh Valley:						
1st Mortgage of Oct. 1, 1866.....	\$2,107,000	7	April & Oct.	New York.	1906	....	1st Mort. of 1858	\$963,000	6	April & Oct.	Philadelphia.	1872	....
2d Mortgage of Oct. 1, 1870.....	2,000,000	7	" "	" "	1910	....	1st Mort. of 1868 (comp. & reg.) free	3,343,000	6	June & Dec.	"	1898	97 1/2
1st Mortgage (Ind. & Mad.) guar.	297,000	7	May & Nov.	" "	1882	....	1st Mort. of '70 (reg.) for \$6,000,000	1,050,000	7	" "	"	1900	100 1/4
2d Mortgage (Jeffersonville).....	345,000	7	April & Oct.	" "	1873	....	1st Mort. (Hazleton R.R.) of 1862	132,000	6	April & Oct.	"	1872	....
Louisville Loan (Jefferson R.R.)	74,000	6	" "	" "	1882	....	Lewey's Island (S. C. & P.):						
Joliet and Chicago (C. & Alton):							1st Mortgage (Calais Loan).....	130,000	6	June & Dec.	Calais.	1876	....
1st Mortgage sfg fund guar.....	410,000	8	Jan. & July.	New York.	1882	106	Little Miami & Colum. & Xenia:						
Joliet & Northern Ind. (Mich. C.):							1st Mortgage.....	1,480,000	6	May & Nov.	New York.	1883	....
1st Mortgage, guaranteed.....	800,000	8	Jan. & July.	New York.	1874	....	Cincinnati Loan.....	100,000	6	June & Dec.	Cincinnati.	18-0	....
Junction (Cin. & Indianapolis):							1st Mortgage (Col. & Xenia)....	307,000	6	March & Sept.	New York.	1890	....
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....	1st Mortgage (D. & Western)....	275,000	7	Jan. & July.	" "	1905	....
2d Mortgage.....	800,000	7	March & Sept.	" "	1893	....	1st Mortgage (").....	43,000	6	" "	" "	1905	....
1st Mortgage (Newcastle Br.)....	250,000	7	June & Dec.	" "	1884	....	Little Rock and Fort Smith:						
Junction, Philadelphia:							1st Mortgage for \$3,500,000 gold	.....	6*	Jan. & July.	Boston	1899	....
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	....	Little Rock, Pine Bluff & N. O.:						
2d Mortgage " ".....	300,000	6	April & Oct.	" "	1900	90	1st Mortgage.....gold	.....	7*	" "	New York.	1889	....
Junction and Breakwater:							Little Schuylkill (P. & Rdg.):						
1st Mort. guar. by Delaware.....	400,000	6	Jan. & July.	New York.	1890	....	Logansport, Crawf. & S'wstn Ind.	783,000	7	April & Oct.	Philadelphia.	1877	....
Kalam., Alleg. & Gr. R. (L.S. & M.S.):							1st Mortgage, guaranteed.....	1,500,000	8	J. A. J. O.	New York.	1890	....
1st Mort. assumed by lessees.....	840,000	8	Jan. & July.	New York.	1888	95 1/2	Loug Branch and Sea Shore:						
Kalamazoo, & S. Haven (M. Cen.):							1st Mortgage.....	200,000	6	Jan. & July.	New York.	1889	....
1st Mortgage guaranteed.....	640,000	8	May & Nov.	New York.	1889	104 1/2	Long Island:						
Kalam. & Three Riv. (L.S. & M.S.):							1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	....
1st Mortgage, guaranteed.....	100,000	8	Jan. & July.	New York.	1887	....	1st Mortgage (Extension).....	175,000	7	Feb. & Aug.	" "	1890	....
Kalam. & W. Pigeon (L.S. & M.S.):							1st Mortgage (Glen Cove Br.)....	150,000	6	May & Nov.	" "	1893	....
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	1890	....	General Mortgage of 1869.....	775,000	8	" "	" "	1899	....
Kansas City and Santa Fe:							Louisville & Miss. Riv. (Ch. & Al):						
1st Mortgage, tax free.....	720,000	10	May & Nov.	New York.	1890	....	1st Mortgage, guaranteed.....	20,000pm	7	Jan. & July.	New York.	1889	....
Kan. City, St. Jo. & Coun. Bluffs:							Louisville, Cin. and Lexington:						
1st Mortgage (consolid.) 264 m.	687,000	8	March & Sept.	N.Y. & Boast'n.	1890	....	1st Mortgage (Cincinnati Br.)....	3,000,000	7	Jan. & July.	New York.	1897	....
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	" "	1889	....	2d Mortgage (general).....	1,000,000	8	April & Oct.	" "	1900	....
2d Mort. (" " ").....	150,000	10	" "	" "	1872	....	1st Mort. (Lo. & Frankfort Br.)	82,000	6	Jan. & July.	" "	'71-'80	....
1st Mort. (St. Jo. & C. B. 80 m.)	1,400,000	10	March & Sept.	" "	1892	....	Louisv. Loan (").....	100,000	6	" "	" "	1881	....
2d Mort. (" " ").....	539,500	8	June & Dec.	" "	1874	....	1st Mort. (Lex. & Frankfort)....	25,000	6	" "	" "	1874	....
1st Mort. (Mo. Valley 61 m.)....	1,500,000	7	Feb. & Aug.	New York.	1893	....	Louisville and Nashville:						
1st Mort. (" " ").....	1,500,000	7	" "	" "	1893	....	1st Mortgage, (Main Stem) 1858.	1,285,000	7	Jan. & July.	New York.	1877	....
Kansas Pacific (U. Pac. E. D.):							Louisville Loan (Main Stem)....	849,000	6	April & Oct.	" "	'86-'87	....
1st Mort. on R.R. 140 m.....gold	2,240,000	6*	Feb. & Aug.	New York.	1895	....	Louisville Loan (Lebanon Br.)...	225,000	6	May & Nov.	" "	1887	....
1st Mort. on R.R. 254 m.....gold	4,063,000	6*	June & Dec.	" "	1896	....	1st Mortgage (Memphis Br.)....	197,000	7	" "	" "	'71-'76	....
1st Mort. on Branch 34 m.....	600,000	7	May & Nov.	" "	1896	....	1st Mortgage (Bardstown Br.)....	1,000	7	Jan. & July.	" "	1870	....
Land Gr. Mort. on 2,000,000 acres	318,000	7	March & Sept.	" "	'71-'76	....	1st Mort. (Lebanon Br. Ext.)....	88,000	7	May & Nov.	" "	'90-'85	....
1st Mort. on R.R. 245 m. & 3,000,000	6,500,000	7	May & Nov.	" "	1899	....	Louisville Loan (Leb. Br. Ext.)...	333,000	6	April & Oct.	" "	1893	....
1st Mort. on lands E. of 380th m. gold	2,000,000	7	Jan. & July.	" "	1880	....	Consolid. mort. of April 1, 1868.	5,500,000	7	" "	" "	1898	....
2d Mort. (U.S. Subsidy) on 394 m.	6,303,000	6	" "	" "	'95-'97	....	Lowell & Lawrence (B. & L.):						
3d Mort. Income on 423 m.....	4,270,000	7	(after 5 years.)	" "	1916	....	1st Mortgage, guaranteed.....	67,700	6	April & Oct.	Boston.	1878	....
Kew County (Del.):							Macon and Brunswick:						
1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1879	....	1st Mort. endorsed by State.....	1,950,000	7	Jan. & July.	New York.	87-'90	....
Kentucky Central (Cov. & Lex.):							2d Mortgage of 1869.....	1,000,000	7	April & Oct.	" "	1889	....
1st Mortgage March 1852.....	123,000	7	March & Sept.	New York.	1872	....	3d Mort. of 1870 endorsed by State.	1,000,000	7	May & Nov.	" "	1890	....
2d Mortgage March 1863.....	844,000	7	" "	" "	1883	....	Equipment Mortgage.....	150,000	....	....	....	....	....
3d Mortgage June 1 65.....	237,000	7	June & Dec.	" "	1885	....	Macon and Western:						
Keokuk, Iowa City and Minn.:							1st Mortgage of Oct. 1870.....	150,000	7	April & Oct.	New York.	1880	....
1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	1891	....	Madison and Portage:						
2d Mortgage.....	5,000pm	7	" "	" "	1891	....	1st Mortgage.....	450,000	7	April & Oct.	New York.	18-5	....
Keokuk and St. Paul (C.B. & Q.):							Maine Central:						
1st Mortgage, guar. and tax free.	1,000,000	8	April & Oct.	New York.	1879	....	Loan of 18-0-'61 (A. & Ken.) ..	1,100,000	6	Feb. & Aug.	Boston.	'90-'91	....
Lackawanna and Bloomsburg:							Bonds, exchangeable for new 7s.	163,000	6	June & Dec.	" "	1871	....
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	....	Loan (new) for \$1,100,000.....	451,200	7	Jan. & July.	" "	1898	....
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	....	Mort. (Ext.) for \$500,000.....gold	112,000	6*	April & Oct.	" "	1900	....
2d Mortgage.....	500,000	7	April & Oct.	" "	1880	....	1st Mort. (B.to P. & Ken.) exch. 7s	577,000	6	" "	" "	1872	....
2d Mortgage (Extension).....	200,000	7	May & Nov.	" "	1890	....	2d Mort. (Penob. & Ken.).....	159,500	6	Feb. & Aug.	" "	1870	....
Income Mortgage.....	200,000	10	Jan. & July.	" "	1871	....	Mansfield & Framingham (B.C. & F.)						
Income Mortgage.....	79,335	7	April & Oct.	" "	1871	....	1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1889	89 1/2
La C. Trempealeau & Pres. (C. & N.W.):							Marietta and Cincinnati:						
1st Mortgage, guaranteed.....	800,000	7	" "	New York.	....	....	1st Mortgage, Sterling.....	1,050,000	7	Feb. & Aug.	London.	1891	....
Lafayette, Bloomington & Miss.:							1st Mortgage Dollar.....	2,454,528	7	" "	Baltimore.	1891	96
1st Mortgage.....	1,300,000	8	" "	New York.	....	....	2d Mortgage.....	2,500,000	7	May & Nov.	" "	1896	82 1/2
Lafayette, Muncie & Blooming.:							3d Mortgage for \$3,000,000.....	2,000,000	8	Jan. & July.	" "	1890	79 1/2
1st Mortgage.....	1,500,000	8	" "	New York.	....	....	1st Mort. (Scioto & Hocking)....	300,000	7	May & Nov.	New York.	1896	....
Lake Erie and Louisville:							Baltimore Loan to Union R. R.	20,000	7	" "	Baltimore.	....	....
1st Mortgage for \$1,600,000.....	500,000	7	Jan. & July.	New York.	1893	....	Marietta and Pittsburg:						
Lake Shore & Michigan So.:							1st Mort. of Aug. 1, 1889.....gold	14,000pm	7*	Feb. & Aug.	Philadelphia.	1895	....
Sunbury B'ds (CP & ARR 95 1/4 m)	500,000	7	Jan. & July.	New York.	1874	....	Marquette and Ontonagon:						
Regia. Bonds (" ").....	1,000,000	7	" "	" "	1880	....	1st Mortgage.....	150,000	8	June & Dec.	Boston.	1875	....
3d Mortgage (" ").....	1,000,000	7	April & Oct.	" "	1892	....	Maryland and Delaware:						
Divid'd Bonds (L. S. R.R. 258 m)	1,500,000	7	" "	" "	1899	94	1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	50
8. Fund Bonds (L.S. & M.S. 013m)	2,000,000	7	" "	" "	1879	....	2d Mortgage.....	150,000	6	June & Dec.	" "	1889	....
Consol. M. reg. (" ").....	597,000	7	J. A. J. & O.	" "	1900	....	Memphis and Charleston:						
Consol. M. coup. (" ").....	63,000	7	Jan. & July.	" "	1900	....	1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	....
1st Mort. (M. & N. In. R.R. 521m)	5,255,000	7	May & Nov.	" "	1885	100	2d Mortgage.....	1,000,000	7	Jan. & July.	" "	1885	....
2d Mort. (" ").....	2,693,000	7	" "	" "	1877	95	Tenn. Loan.....	1,864,387	6	" "	" "	1890	....
1st Mort. (June R.R. 49 1/2 m.)...	115,000	7	June & Dec.	" "	1872	....	Memphis and Little Rock:						
S. Fund, Clev. & Tol. R.R. 102 1/2 m)	2,014,000	7	Jan. & July.	" "	1885	....	1st Mort. (R.R. & 125,000 acres).	1,300,000	8	May & Nov.	New York.	1890	....
M. of '68 (" ").....	864,000	7	April & Oct.	" "	1886	....	Ark. State Loan.....	900,000	7	Jan. & July.	" "	1890	....
Mort. Bonds (Buff. & E.R.R. 58m)	23,000	7	June & Dec.	" "	1870	....	Memphis and St. Louis:						
Mort. Bonds (" ").....	100,000	7	May & Nov.	" "	1873	....	1st Mort. (R.R. & 630,000 acres).	5,000,000	7	Jan. & July.	New York.	1901	....
Mort. Bonds (" ").....	200,000	7	Jan. & July.	" "	1882	....	Michigan Air Line (Mich. Cen.):						
Mort. Bonds (" ").....	300,000	7	March & Sept.	" "	1886	....	1st Mortgage, guaranteed.....	1,900,000	8	Jan. & July.	Boston.	1890	108 1/2
Mort. Bonds (" ").....	3,000,000	7	April & Oct.	" "	1890	....	Michigan Central:						
1st Mort. (D.M. & Tol. R.R. 65 m.)	924,000	7	Feb. & Aug.	" "	1876	....	1st Mortgage, sterling conv.....	467,489	6*	Jan. & July.	London.	1872	....
1st Mort. (Kai. & W.P. R.R. 37 m)	400,000	7	Jan. & July.	" "	1890	....	1st Mortgage, convertible.....	563,000	8	April & Oct.	New York.	1882	....
1st Mort. (Sch. & Three Riv. R.R.)	100,000	8	" "	" "	1887	....	1st Mortgage, sinking fund conv.	2,294,500	8	" "	" "	1862	116 1/2
1st Mort. (Kai. & Three Riv. R.R.)	100,000	8	" "	" "	1887	....	1st Mort. (Mich. Air Line R.R.)	1,900,000	8	Jan. & July.	Boston.	1890	108 1/2
1st Mort. (Kai. All. & Gr. R. R.R.)	840,000	8	" "	" "	1888	....	1st Mort. (Gr. Riv. Valley R.R.)	1,000,000	8	Jan. & July.	New York.	1886	....
1st Mort. (Jamestown & Frank.)	500,000	7	" "	" "	var	....	2d Mort. (" ").....	500,000	8	April & Oct.	" "	1882	103
2d Mort. (" ").....	500,000	7	June & Dec.	" "	1894	....	1st Mort. (Kal. & So. Haven R.R.)	640,000	8	May & Nov.	" "	1889	....
Lake Superior & Mississippi:							2d Mort. (" ").....	70,000	8	Feb. & Aug.	" "	1890	108

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Midland Pacific:							Newark and New York (Cent.):						
1st Mortgage.....gold	\$1,100,000	7*	Jan. & July.	New York.	1900	....	1st Mortgage.....	\$600,000	7	Jan. & July.	New York.	1891	....
Millin & Centre Co. (Pa. R. R.)	183,000	6	Feb. & Aug.	Philadelphia.	1897	....	Newark, Somerset & Straitsville	800,000	7	May & Nov.	New York.	1889	....
1st Mortgage, guaranteed.....	182,000	7	March & Sept.	New York.	1874	....	1st Mortgage.....	172,500	6	Jan. & July.	Boston.	1881	....
Milwaukee & Chicago, (C&NW):	10,500	7	Jan. & Dec.	"	1898	....	New Bedford and Taunton:	972,000	6*	May & Nov.	London.	1867	....
1st Mortgage, guaranteed.....	3,674,000	8*	Feb. & Aug.	New York.	1898	....	1st Mortgage.....	250,000	7	Jan. & July.	New York.	1889	....
2d Mortgage.....	1,315,000	7.3	"	"	1898	....	New Brunswick and Canada:	75,756	7	April & Oct.	New York.	1889	....
Mil. & Prairie du Chien (M&StP):							1st Mortgage, Sterling £200,000..	91,800	7	May & Nov.	Philadelphia.	1882	....
1st Mortgage, (assumed).....	5,488,000	7	Jan. & July.	New York.	1893	94	New Haven and Derby:	150,000	7	May & Nov.	New Haven	1888	....
2d Mortgage, (").....	792,000	8	May & Nov.	"	1874	....	1st Mortgage for \$150,000.....	2,200,000	7	May & Nov.	New Haven.	1889	....
1st Mort. (Iowa and Minn. Div.)	3,92,000	7	Jan. & July.	"	1897	93	1st Mortgage for \$1,500,000.....	400,000	6	April & Oct.	"	1880	....
1st Mortgage (Minn. Cent.).....	208,000	7	"	"	1897	....	New Jersey (Pennsylvania):	300,000	6	Feb. & Aug.	New York.	1875	....
1st Mortgage (Iowa & Dak.).....	1,008,000	7	"	"	1898	105	2d Loan.....	450,000	6	"	"	1878	....
1st Mortgage (P du C. Div.).....	3,674,000	8	Feb. & Aug.	"	1898	105	3d (State Loan).....	1,000,000	6	"	"	1887	....
2d Mortgage (P du C. Div.).....	1,315,000	7.3	"	"	1898	94	New Jersey Midland (N.Y. & O.M.):	3,000,000	7*	Jan. & July.	New York.	1895	....
2d Mortgage 370 miles.....	1,244,000	7	April & Oct.	"	1884	90	1st Mortgage.....gold	400,000	7	"	"	1891	....
Income Mortgage.....	20,000	7	Jan. & July.	"	1873	....	2d Mortgage.....currency	2,000,000	7	May & Nov.	New York.	1889	75
Milwaukee City Loan.....	234,000	7	March & Sept.	"	1873	....	1st Mortgage of Sept. 19, 1869...	120,000	6	Feb. & Aug.	"	1890	....
Milwaukee and Western bonds.	217,000	7	Jan. & July.	"	1891	....	1st Mortgage (Tom's Riv. Br.)..	1,000,000	7	Jan. & July.	New York.	1899	....
Real Estate Purchase.....	148,500	7	various.	"	1891	....	Convertible, tax free.....	400,000	6	April & Oct.	"	1880	....
Incumbrances assumed.....	36,073	7	"	"	1891	....	New Jersey (Pennsylvania):	300,000	6	Feb. & Aug.	New York.	1875	....
Mineral Point:							1st Loan.....	450,000	6	"	"	1878	....
1st Mortgage, Dec. 21, 1868....	320,000	10	Jan. & July.	New York.	1890	....	2d Loan.....	1,000,000	6	"	"	1887	....
Minnesota and North Western:							3d (State Loan).....	1,000,000	6	"	"	1887	....
1st Mort. sinking fund.....gold	20,000pm	7*	Jan. & July.	New York.	1895	....	New Jersey Midland (N.Y. & O.M.):	3,000,000	7*	Jan. & July.	New York.	1895	....
Mississippi Central:							2d Mortgage.....currency	400,000	7	"	"	1891	....
1st Mortgage (Miss. Cen.).....	1,854,000	7	May & Nov.	New York.	1873	....	New Jersey Southern:	2,000,000	7	May & Nov.	New York.	1889	75
2d Mortgage (").....	2,000,000	8	Feb. & Aug.	"	1876	....	1st Mortgage of Sept. 19, 1869...	120,000	6	Feb. & Aug.	"	1890	....
1st Mort. (Miss. Cen. & Tenn.)..	25,000	6	April & Oct.	"	1863	....	1st Mortgage (Tom's Riv. Br.)..	1,000,000	7	Jan. & July.	New York.	1899	....
Tennessee Loan bonds.....	1,278,900	6	Jan. & July.	"	1892	....	Convertible, tax free.....	400,000	6	April & Oct.	"	1880	....
Mississippi, Ouachita & Red Riv:							New Jersey West Line:	1,000,000	7	Jan. & July.	New York.	1899	....
1st Mortgage.....gold	12,000pm	7*	"	"	1900	....	1st Mort. for \$3,000,000.....gold	.....	7*	May & Nov.	New York.	1900	....
Land and Mort. (257,000 acres)....	1,000,000	7*	"	"	1900	....	New London Northern:	51,000	7	June & Dec.	New London.	1875	....
Arkansas State Loan.....	10,000pm	7	"	"	1900	48	1st Mortgage, Extended.....	370,000	7	March & Sept.	"	1885	....
Mississippi and Tennessee:							Consol. Mortgage.....	230,000	7	April & Oct.	New York.	1888	....
1st Mortgage of April 1, 1856....	600,000	7	April & Oct.	New York.	1876	....	New O. Baton Rouge & Vicksburg:	12,500pm	8*	"	"	1910	....
Consolidated Mortgage of 1866..	1,179,500	8	March & Sept.	"	1871-93	....	1st Mortgage.....gold	12,500pm	8*	"	"	1910	....
Mississippi River:							2d Mort. endor. by Louis.....gold	12,500pm	8*	"	"	1910	....
1st Mortgage.....	17,000pm	7	"	"	1910	....	N. Orleans, Jackson & Gt. North..	3,000,000	8*	Jan. & July.	Lond. & N.Y.	1886	....
Mississippi, Iowa & Nebraska:							1st Mortgage of July 1, 1856, gold	1,500,000	8*	April & Oct.	New York.	1890	....
1st Mort. of June 1, 1870.....gold	.....	7*	June & Dec.	New York.	1910	....	2d Mortgage of Oct. 1, 1860, gold	2,000,000	7*	"	"	1890	....
Missouri, Kansas and Texas:							Income Mortgage of 1870.....gold	1,000,000	7*	"	"	1890	....
1st M. R.R. & land (U.P.S. Br.)SF	4,145,000	6	Jan. & July.	New York.	1869	....	City Extension Mort.....gold	1,000,000	7*	"	"	1890	....
1st M. (Tebio & Neaho)S.F. gold	2,000,000	7*	June & Dec.	"	1903	....	New Orleans, Mobile and Texas:	12,500pm	7*	Jan. & July.	N.Y. or Lond.	1915	....
Consol. L.G. S.F. (\$14,000,000)gd	1,605,000	7*	Feb. & Aug.	"	1904	....	1st Mortgage, skg fd, 227 m. gold	12,500pm	8	"	"	1915	....
Missouri River, Ft. Scott & Gulf:							2d Mortgage, skg fd, 227 m. cur.	12,500pm	8	"	"	1915	....
1st Mortgage of Jan. 1, 1869....	5,000,000	10	Jan. & July.	New York.	1899	99	2d Mortgage on 227 miles.....cur.	12,500pm	8	"	"	1915	....
2d Mortgage of April 15, 1870....	1,400,000	10	April & Oct.	"	1890	91	New Orleans and Selma:	16,000pm	8	Jan. & July.	New York.	1900	....
Missouri Valley (K.C.S. J. & C.B.):							1st Mort. endor. by Ala.....	3,000,000	7*	May & Nov.	N.Y. or Lond.	1889	....
1st Mortgage on 61 miles.....	1,500,000	7	Feb. & Aug.	Boston.	1893	....	New York Central:	5,936,626	6	May & Nov.	New York.	1883	90
2d Mortgage.....	1,000,000	7*	"	"	1893	....	Debt Certif. & Premium Bonds.	1,514,000	7	May & Nov.	"	1876	102
Mobile & Alabama Grand Trunk:							Bonds for Debts assumed.....	76,000	6	Feb. & Aug.	"	1883	....
1st Mort. endorsed by Ala.....	16,000pm	8	Feb. & Aug.	New York.	1900	....	Bonds for B. & N. Falls R.R.S't.	592,000	6	"	"	1883	91
Mobile L'n \$1,500,000 end. by Co.	1,500,000	8	"	"	1900	....	Bonds for railroad stocks.....	162,000	6	"	"	1883	....
M. & O. and Girard:							Bonds for real estate.....	22,800	7	various.	"	var.	....
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1877	....	Bonds Convertible till Aug. 1, '69	195,000	7	Feb. & Aug.	"	1876	....
2d Mortgage, endorsed by Ala.....	300,000	7	"	"	1877	....	Bonds in place of bonds of 1854.	2,900,000	6	June & Dec.	"	1887	94
Plain Bonds.....	35,500	7	"	"	1877	....	1st Mort. (Hudson Riv. R.R.)..	200,000	7	Feb. & Aug.	"	1870	....
Mobile and Montgomery:							2d Mort. (") S. F.	1,891,000	7	June & Dec.	"	1885	....
1st Mortgage of 1868.....	1,260,000	8	May & Nov.	New York.	1888	....	3d Mort. (") S. F.	180,000	7	May & Nov.	"	1875	....
Mobile and Ohio:							Conv. B'ds (") S. F.	8,000	7	"	"	1867	....
1st Mortgage.....gold	5,470,000	8*	May & Nov.	New York.	1882	....	New York and Fort Lee (Erie):	20,000	7	Jan. & July.	New York.	1888	....
1st Mortgage.....Sterling	803,700	6*	"	"	1882	....	1st Mortgage.....	135,000	7	"	"	1876	....
Interest bonds (10 years).....	377,900	8	"	"	1878	....	New York and Harlem:	3,000,000	7	May & Nov.	New York.	1873	100
Interest bonds 2nd issue.....	377,900	8	"	"	1883	....	1st Mortgage of 1853.....	99,500	7	June & Dec.	"	1871	....
Interest bonds sterling.....	755,400	6*	"	"	1883	....	4th Mortgage of 1861.....	1,767,000	6	Feb. & Aug.	"	1893	93
Income Mortgage.....	1,151,000	8	various.	New York.	1893	....	Consolidated mortgage of 1863..	112,305	7	Jan. & July.	"	1881	....
Montgomery & Erie (Erie):							Sinking Fund mortgage of 1861.	106,000	7	"	"	1872	....
1st Mortgage.....	177,000	7	Jan. & July.	New York.	1886	....	Bonds of 1853, unsecured.....	141,500	7	"	"	1889	....
Montgomery and Buffalo:							N. York, Housatonic & Northern:	1,050,500	6	April & Oct.	New York.	1875	97
1st Mortgage of 1856, endorsed...	640,000	8	March & Sept.	New York.	1886	....	1st Mortgage.....	3,800,000	7*	Jan. & July.	New York.	1894	....
1st Mortgage of 1870, endorsed...	300,000	...	June & Dec.	"	1900	....	New York, Providence & Boston:	83,000	6	Feb. & Aug.	New York.	1873	....
Montgomery & West Point (Wtn)							1st Mortgage.....	80,000	6	"	"	1878	....
Mortgage of 1859.....	16,000	8	Jan. & July.	New York.	Due.	....	Consol. Mort. for \$1,000,000....	512,000	7	Jan. & July.	"	1899	....
1st Mortgage.....	450,000	8	"	"	1876	....	Niles and New Lisbon:	500,000	7	"	"	1889	....
2d Mortgage.....	298,000	8	"	"	1876	....	Norfolk County (B. H. & Erie):	414,350	6	March & Sept.	Boston.	1854	....
Income Mortgage.....	594,900	8	various.	Montgomery.	var.	....	1st Mortgage, guaranteed.....	110,500	7	Jan. & July.	New York.	1877	....
Montreal & Champlain:							Norfolk & Petersburg (A.M. & O.):	398,000	8	"	"	1877	....
1st Mortgage Sterling £181,400..	882,813	6	Jan. & July.	London.	1890	....	2d Mortgage for \$500,000.....	416,000	8	"	"	1893	....
2d Mortgage.....	370,000	8	"	"	1879	....	North Carolina:	89,500	8	May & Nov.	Shops, N. C.	1877	....
Morris and Essex:							Mortgage Bonds.....	193,500	8	"	"	1877	....
1st Mortgage, Sinking Fund....	5,000,000	7	March & Sept.	New York.	1914	101	Mortgage Bonds.....	209,000	8	"	"	1888	....
2d Mortgage.....	3,000,000	7	Feb. & Aug.	"	1891	99	North Eastern:	31,500	7	March & Sept.	Charleston.	1869	....
Convertible bonds.....	900,000	7	Jan. & July.	"	1900	....	1st Mortgage.....	69,500	7	"	"	1868	....
Construction bonds.....	3,584,000	7	Feb. & Aug.	"	1889	93	2d Mortgage.....	775,000	7	"	"	1899	....
Musca Inc (South-Western):							General Mortgage 1st Preference	141,500	7	"	"	1899	....
1st Mortgage.....	330,000	7	Jan. & July.	Savannah.	1887	....	Funded Interest.....	117,495	7	"	"	1875	....
Nashville and Chattanooga:													
1st Mortgage, endorsed by Tenn.	1,546,000	6	Jan. & July.	New York.	1893	....						
1st Mortgage, not endorsed.....	23,000	6	"	"	1890	....						
Tenn. State Loan.....	150,000	6	"	"	1892	....						
Tenn. State Loan (Jasper Br.)..	245,000	6	"	"	1900	....						
Nashville and Decatur:													
1st Mort., Tenn. State Loan.....	2,629,042	6	Jan. & July.	New York.	1892	....						
2d Mortgage.....	600,000	6	"	"	1870	....						
Income Bonds (Tenn. and Ala.)	200,000	10	April & Oct.	"	1887	....						
Consols for \$2,100,000 for gold	.....	7	"	"	1-01	....						
National (N. Jersey):													
1st Mortgage for \$7,200,000.....	.....	7	"	"	1901	....						
Nevada:													
1st Mortgage, of 1856.....	120,500	7	Jan. & July.	Bridgeport.	1876	....						

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
North Missouri:													
1st Mortgage of Jan. 1865	\$6,000,000	7	Jan. & July.	New York.	1895	85	Pemberton & N. York (N.J.S.):						
2d Mortgage of Oct. 1868.	4,000,000	7	April & Oct.	"	1888		1st Mortgage, guaranteed	\$375,000	7	Jan. & July.	New York.	1890	
3d M. of Oct. 1869 (7 p.c. after 5yrs)	3,000,000	10	"	"	1888		Peninsula (C. & N. W.):						
North Pennsylvania:							1st Mortgage, guaranteed	855,000	7	March & Sept.	New York.	1898	95
1st Mortgage	2,250,000	6	Jan. & July.	Philadelphia.	1885	99 1/2	Peninsular (Mich. Ind. & Ill.):						
Chattel Mortgage	360,000	10	April & Oct.	"	1877	110	1st Mortgage	1,800,000	7	May & Nov.	New York.	1899	
2d Mortgage	1,248,000	7	May & Nov.	"	1896	98	Pennsylvania and New York:						
Northern Central:							1st Mortgage	1,500,000	7	June & Dec.	Philadelphia.	1896	94 1/2
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.		1st Mortgage	1,500,000	7	"	"	1906	
2d Mortgage	2,500,000	6	Jan. & July.	"	1885	94	Penobscot and Kennebec (M. C.):						
3d Mortgage	1,228,000	6	April & Oct.	"	1900	85 1/2	1st Mortgage (Bangor Loan)	577,000	6	April & Oct.	Bangor.	1872	
3d Mortgage (York & Cumb.R.R.)	500,000	6	Jan. & July.	"	1877		2d Mortgage	169,500	6	Feb. & Aug.	Boston.	1870	
Consol. Mort. of July 1868.	2,019,000	6	"	"	1900	92	Peoria & Bureau Val.(C.R.I. & P.):						
Income conv. of April 1, 1870.	475,000	7	April & Oct.	"	1880		1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	
Northern New Hampshire:							Peoria & Hannibal (C.B. & Q.):						
1st Mortgage	115,000	6	April & Oct.	Boston.	1874		1st Mortgage, tax free	600,000	8	Jan. & July.	Boston.	1878	
Northern New Jersey (Erie):							Peoria, Pekin and Jacksonville:						
1st Mortgage, guaranteed	400,000	7	Jan. & July.	New York.	1878		1st Mort. of May 1, 1867.	1,000,000	7	Jan. & July.	New York.	1894	
Northern Pacific:							2d Mort. of Oct. 1, 1870, tax free	1,000,000	7	April & Oct.	"	1900	
1st Mort. on R.R. & lands..gold	50,000pm	7 1/2	Jan. & July.	New York.	1900		Peoria and Rock Island:						
North Western Virginia:							1st Mortgage	1,500,000	7	April & Oct.	New York.	1900	
2d Mortgage (assumed B. & O.)	458,500	6	Jan. & July.	Baltimore.	1873		Perkiomen (Phila. & Rdg.):						
3d Mortgage (")	140,000	6	"	"	1885	90 1/2	1st Mortgage	610,200	6	April & Oct.	Philadelphia.	1897	79 1/2
Norwich and Worcester:							Perth Amboy and Woodbridge:						
1st Mort. State Loan	400,000	6	Jan. & July.	Boston.	1877		1st Mortgage, guaranteed	100,000	6	"	New York.	1886	
Plain bonds	59,000	7	June & Dec.	"	1874		Petersburg:						
Steamboat bonds	45,800	7	Feb. & Aug.	"	1870		Mortgage Bonds	3,094	6	Jan. & July.	New York.	1871	
Construction bonds	250,000	7	Jan. & July.	"	1877		Mortgage Bonds	26,500	7	"	"	1885	
New bonds of 1870	22,900	7	"	"	1890		Mortgage Bonds	266,500	8	"	"	79-95	
Nyack and Northern:							Philadelphia and Baltimore Cent:						
1st Mortgage	100,000	7	Jan. & July.	New York	1890		1st Mortgage (Penn. Div.)	800,000	7	Jan. & July.	Philadelphia.	1879	
Oakland & Ottawa (D. & M.):							1st Mortgage (Md. Div.)	300,000	6	"	"	1891	
1st Mortgage (assumed) sterling	150,867	6	May & Nov.	London.	1873		Philadelphia and Erie (Penn.):						
1st Mortgage (") dollar	51,000	7	"	New York.	1873		1st Mortgage	5,000,000	6 1/2	March & Sept.	Philadelphia.	1881	89 1/2
Ogdenburg and Lake Champlain:							2d Mortgage	3,000,000	7	Jan. & July.	"	1888	86 1/2
1st Mort. conv. into pref. stock	4,600	7	Jan. & July.	Boston.	1869		3d Mortgage	3,598,000	6	"	"	1920	

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	
			When.	Where.						When.	Where.			
Reading and Columbia (P. & R.):							Savannah and Charleston:							
1st Mortgage, guaranteed.....	\$650,000	7	March & Sept.	Philadelphia.	1882	....	1st Mortgage (Sav. & Char. R.R.)	\$406,500	7	Jan. & July.	New York.	1889	....
2d Mortgage, guaranteed.....	350,000	7	June & Dec.	"	1884	....	Bonds (C. & S.R.R.) guar by S.C.	505,000	6	May & Nov.	Charleston.	1870	....
Rensselaer and Saratoga:							Int. b'ds (C. & S.R.R.) guar. by S.C.	245,745	7	"	"	1889	....
1st Mortgage.....	150,000	7	Jan. & July.	New York	1873	....	Savannah and Memphis:						
2d Mortgage.....	300,000	7	"	"	1880	....	1st Mort. guar. by Ala.....gold	16,000pm	6*	May & Nov.	New York.	1890	....
3d Mortgage.....	150,000	7	"	"	1887	....	Schenectady and Susquehanna:						
1st Mortgage (S. & W.) assumed.	400,000	7	March & Sept.	"	1886	....	1st Mortgage tax free.....gold	350,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (T. & S. & R.) assumed.	500,000	7	May & Nov.	"	1890	....	Schuykill and Susquehanna:						
1st Mortgage (G. F. Br.) assumed.	125,000	7	Jan. & July.	"	1894	....	1st Mortgage, May 1, 1866	97,000	6	May & Nov.	Philadelphia.	1876	....
Richmond and Danville:							Scioto & Hocking Valley (M. & C.):							
Virginia skg fund Loan.....	600,000	6	Jan. & July.	New York.	1880	....	1st Mort., assumed by M. & C. Co.	300,000	7	May & Nov.	Baltimore.	1886	....
1st Mortgage guar. by Va.....	158,100	6	"	"	1875	....	Seaboard and Roanoke:						
Consolidated Mort.....	1,722,600	6	May & Nov.	N. Y. & Rich.	'76-'90	76	1st Mortgage.....	210,000	7	"	Philadelphia.	1800	....
4th Mortgage.....	64,500	6	"	Richmond.	'73-'75	73	Selma and Gulf:							
Bonds to Roanoke Val. R.R. Co.	129,600	6	Feb. & Aug.	"	'71-'76	71	1st Mortgage, guar. by Ala.....gold	16,000pm	8*	"	New York.	1890	....
Rich. Frederickburg & Potomac:							Selma, Marion and Memphis:							
Sterling Bonds.....	67,777	6*	Jan. & July.	London.	1875	....	1st Mortgage, guar. by Ala.....gold	16,000pm	8*	March & Sept.	New York.	1889	....
Dollar Bonds.....	124,459	6	"	Richmond.	var	....	Selma and Meridian:						
Dollar Bonds.....	274,228	7	"	"	var	....	1st Mortgage (3d series).....	796,850	6	various.	"	var	....
Richmond and Petersburg:							Selma, Rome and Dalton:							
Mortgage (old) various.....	151,296	va	various.	N. Y. & Rich.	var	....	1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	....
Mortgage of April 1, 1870	175,000	6	April & Oct.	"	'72-'80	72	2d Mortgage.....	6,000,000	7	"	"	....	....
Richmond and York River:							Shamokin Valley & Pottav. (N.C.):							
1st Mortgage (new).....	600,000	8	Jan. & July.	New York.	1898	....	1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Baltimore.	1872	....
Roanoke Valley (H. & Dan.):							Sheboygan and Fond du Lac:							
1st Mortgage, guaranteed.....	129,600	6	Feb. & Aug.	Richmond.	'71-'76	71	1st Mortgage.....	750,000	7	June & Dec.	New York.	1884	....
Robt. & Genesee Val. (Erie):							Shenango and Allegheny:							
1st Mortgage, guaran. end.....	70,000	6	Jan. & July.	New York.	1876	....	1st Mort. of Oct. 1, 1869	520,000	7	April & Oct.	Philadelphia.	1889	....
Rockford, It. Island & St. Louis:							Shore Line (N. Y. & N. H.):							
1st Mortgage, conv. S.F. tax free.	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	....	1st Mortgage, guaranteed.....	200,000	7	March & Sept.	New York.	1880	....
Rocky River:							Sioux City and Pacific:							
1st Mortgage, of Oct. 1, 1868....	30,000	7	April & Oct.	Cleveland.	1873	....	1st Mortgage Jan. 1, 1868...gold	1,628,000	6*	Jan. & July.	New York.	1898	....
Rome, Watertown & Ogdensb.:							2d Mortgage (U.S. subsidy)...cur	1,628,320	6	"	"	1898	....
1st Mortgage (general) skg fund	632,500	7	June & Dec.	New York.	1891	....	Sioux City and St. Paul:						
1st Mort. (W. & R.) skg fund....	79,500	7	March & Sept.	"	1880	....	1st Mortgage, L. G. tax free....	14,000pm	7	"	New York.	....	....
1st Mort. (Potdam & Watert.)	343,500	7	June & Dec.	"	'72-'74	72	Somerset (Me. Central):							
Rondout and Oswego:							1st Mortgage, June 1, 1871...gold	450,000	7*	June & Dec.	Boston.	1891	....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1890	90	South Carolina:							
Rutland (Verm. Central):							Sterling Loan Bonds.....	1,492,011	5*	Jan. & July.	London.	'78-'88	....
Equ. p. Bonds of May 1, 1870...	500,000	7	May & Nov.	Boston.	1880	83	Domestic Bonds (H) 1891-'97...	306,500	7	April & Oct.	Charleston.	'71-'72	....
Equip. Bonds of Sept. 1, 1870...	500,000	8	March & Sept.	"	1880	95	Domestic Bonds (G) 1892-'97...	342,500	6	Jan. & July.	"	'73-'74	....
Rutland & Burlington (Rutland):							Domestic Bonds (K) Jan. 1868...	1,272,000	7	April & Oct.	"	'88-'91	....
1st Mort. conv. into pref. stock...	70,000	7	Feb. & Aug.	Boston.	1863	....	Domestic Bonds (special) Sep. '66	78,000	6	Jan. & July.	"	'80-'92	....
2d Mort. conv. into com. stock...	67,000	7	"	"	1863	....	Real Estate Mort. g. Jan. 1868 (L.)	80,735	7	various.	"	'71-'81	....
Saint Croix & P. & N. B. & C.:							Mortgage, Jan. 1868 (L.)	800,500	7	Jan. & July.	New York.	82-'88	....
1st Mort. (Cal. & Baring R.R.)...	95,000	6	Jan. & July.	Calais, Me.	1879	....	Sout. Georgia & Florida (A. & G.):						
2d Mort. (")	17,500	6	"	"	1879	....	1st Mort. assumed by Atl. & Gulf	464,000	7	"	New York.	1890	....
Calais Loan to Lewey's Isl. R.R.	130,000	6	June & Dec.	"	1876	....	2d Mort. " " " "	200,000	7	"	"	1890	....
St. Joseph & C.R. (K.C. St. J. & C.B.):							South Mountain Iron:							
1st Mortgage (80 m. in Missouri)	1,400,000	10	March & Sept.	Boston.	1892	....	1st Mortgage, Dec. 1, 1868.....	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage (")	339,500	8	June & Dec.	"	1874	....	2d Mortgage, Mar. 1, 1869.....	181,000	7	March & Sept.	"	1884	....
St. Joseph & Denver (C.E.D. 112m.):							South and North Alabama:							
1st Mort. o. Aug. 14, 1869 rec....	1,500,000	8*	Feb. & Aug.	N.Y. L'n & Fk.	1899	102	1st Mort., endor. by Ala., tax free	22,000 pm	8*	Jan. & July.	New York.	1890	....
St. Joseph & Denver (C. & D. 160m.):							South Pacific (Atl. & Pac.):							
1st M. R.R. lands of M. P. 14, 7, free	5,500,000	8*	Feb. & Aug.	N.Y. L'n & Fk.	1900	97	1st Mort. assumed by A. & P....	7,250,000	6*	Jan. & July.	New York.	1888	....
St. Lawrence & Industry (Can.):							South Shore (Mass.):							
1st Mortgage.....	250,000	8	Feb. & Aug.	London.	1887	....	1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	....
St. Louis, Alton and Terre Haute:							South Side (L. I.):							
1st Mortgage (Series A) skg f.d.	1,100,000	7	Jan. & July.	New York.	1894	....	1st Mortgage, Mar. 1, 1867.....	2,250,000	7	Mar. & Sept.	New York.	1887	....
1st Mortgage (Series B) skg f.d.	1,100,000	7	April & Oct.	"	1894	97	South Side, Va. (A.M. & O.):							
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	....	1st Mort., consol. 2d pref.....	581,000	8	Jan. & July.	New York.	'84-'90	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	86	1st Mort., consol. 2d pref.....	619,300	6	"	"	'84-'90	....
2d Mortgage Income (Series E)	1,700,000	7	"	"	1894	75	4th Mortgage, consol. 3d pref.....	458,100	6	"	"	'84-'90	....
Equipment Mortgage.....	300,000	10	March & Sept.	"	1894	Va. State Loan (net).....	708,102	6	"	"	"	long
St. Louis, Conn. Bluffs & Omaha:							Southern Central:							
1st Mortgage, guaranteed.....gold	16,000pm	7*	Jan. & July.	New York.	1901	....	1st Mortgage, skg fund conv....	1,500,000	7	Jan. & July.	New York.	1900	....
St. Louis and Iron Mountain:							Southern Iowa and Cedar Rapids:							
1st Mortgage of Aug. 1, 1867 gold	4,000,000	7*	Feb. & Aug.	New York.	1892	90	1st Mortgage.....gold	1,500,000	7*	May & Nov.	New York.	1900	....
St. Louis, Jacksonville & Chicago:							Southern Minnesota:							
1st Mortgage o. Mar. 1, 1864....	2,365,000	7	April & Oct.	New York.	1894	94	1st Mort., Apr. 1, 1868 tax free...	20,000pm	7	April & Oct.	New York.	1888	....
2d Mortgage o. May 1, 18 8....	360,000	7	Jan. & July.	"	1898	....	Southern (Cal.) Pacific:						
St. Louis, Lawr. & Den. Pacific:							1st Mortgage for \$25,000,000 gold	.....	6*	Jan. & July.	New York.	1901	....
1st Mortgage, guaranteed.....gold	1,020,000	6*	Jan. & July.	New York.	1901	....	Southern Pennsylvania:						
St. Louis and Santa Fe:							1st Mort. March 1, 1870.....gold	571,500	7*	March & Sept.	Philadelphia.	1890	....
1st Mortgage.....	20,000pm	7	Jan. & July.	St. Louis.	1891	....	2d Mort. Sept. 1, 1870.....gold	80,000	7*	"	"	1880	....
St. Louis and South Eastern:							South Western (Cen. of Ga.):							
1st Mort. skg fund conv.....gold	3,250,000	7*	May & Nov.	New York.	'94-'96	....	Mortgage Bonds, various.....	399,000	7	various.	Macon.	'77-'80	....
St. Louis and St. Joseph (N. Mo.):							Mortgage Bonds, Muscogee R.R.	300,500	7	"	"	....	....
1st Mort. of Nov. 2, 1868 guar. gold	1,000,000	6*	May & Nov.	New York.	1893	....	Spartanburg and Union:						
St. Louis, Van. & T. H. (T.H. & L.):							1st Mortgage, end. by S. Car...	350,000	7	Jan. & July.	Charleston.	....	....
1st Mortgage, S. F., guaranteed.	1,900,000	7	Jan. & July.	New York.	1897	....	1st Mortgage not endorsed.....	198,370	7	"	"	....	....
2d Mortgage, S. F., guaranteed.	2,600,000	7	April & Oct.	New York.	1887	....	Springfield & Illinois S. Eastern:						
St. Paul and Chicago (M. & St. P.):							1st Mortgage.....gold	15,000pm	7*	Jan. & July.	New York.	1890	....
1st Mort. of 1870.....go d	3,000,000	7*	J. A. J. & O.	"	1900	....	Staten Island:						
St. Paul and Pacific 1st Division:							1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
1st Mort. (St. P. to St. Anth. 10m.)	120,000	8	March & Sept.	New York.	1892	....	1st Mortgage.....	350,000	7	"	New York.	1874	....
1st Mort. (St. Paul to Wab. 30 m.)	700,000	7	Jan. & July.	"	1892	....	Sullivan (Verm. Central):	</					

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Tioga:							Western Union (M. & St. P.):						
1st Mortgage.....	\$243,000	7	May & Nov.	New York.	1872	....	1st Mortgage for \$5,000,000	\$3,275,000	7	Feb. & Aug.	New York.	1896	....
Toledo, Peoria and Warsaw:							West Jersey:						
1st Mortgage (E. Div.)	1,000,000	7	June & Dec.	New York.	1894	90 1/2	Loan of Mar. 1861, guar. by C. & A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	"	1896	89	1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	90 1/2
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	"	1886	74	Consolidated mort. Apr. 1, 1869.	979,000	7	April & Oct.	"	1899	102
Equipment sinking fund	406,000	8	Jan. & July.	"	1879	....	West Shore Hudson River:						
Toledo, Wabash and Western:							1st Mortgage.....	676,300	7	— & —	New York.	....	....
1st Mort. (Tol. & Ill. 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	92	West Wisconsin:						
1st M. (L. Erie, W. & St. L. 167 m.)	2,500,000	7	"	"	1890	....	1st M. L. G., stg. conv. £800,000.	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1885	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	"	1878	91	Wicomico and Pocomoke:						
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	"	"	1871	....	1st Mortgage.....	200,000	6	Jan. & July.	Philadelphia.	1888	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	"	"	1883	80	Williamston and Tarboro':						
Consol. M. (T. W. & W. 500 m.)	2,700,000	7	F. M. A. & N.	"	1907	84	1st Mortgage coupon.....	350,000	8	May & Nov.	New York.	1900	....
Decatur & East St. Louis 109 m.	2,700,000	7	"	"	1900	87	Wilm., Charlotte & Rutherford:						
Troy and Boston:							1st mortgage.....	1,000,000	8	Jan. & July.	New York.	'87-'97	....
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	1st Mortgage, endor. by N. Car.	1,001,000	8	"	"	'87-'97	....
2d Mortgage.....	300,000	7	April & Oct.	"	1885	....	Wilmington and Reading:						
3d Mortgage.....	650,000	7	May & Nov.	"	1875	....	1st Mortgage.....	2,250,000	7	April & Oct.	Philadelphia.	1900	94 1/2
Convertible Bonds.....	648,000	7	"	"	1882	....	2d Mortgage.....	202,200	7	Jan. & July.	"	1902	....
Troy, Salem & Rutland (R. & Sar.):							Wilmington and Weldon:						
1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1894	....	Sterling Loan.....	576,888	6	Jan. & July.	London.	1881	....
Troy Union:							Sterling Loan.....	197,777	7	May & Nov.	"	1885	....
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	New York.	1873	....	Sinking Fund Bonds.....	710,000	7*	Jan. & July.	New York.	1896	....
2d Mortgage, guaranteed.....	360,000	6	"	"	1878	....	Winona & St. Peter (C. & N. W.):						
Union Pacific:							2d Mortgage.....	12,000pm	7	Jan. & July.	New York.	....	....
1st Mortgage, tax free.....	27,237,000	6*	Jan. & July.	N.Y. & Boston	'95-'99	89 1/2							
1st Mort. L. G. (12,000,000 acres)	9,594,000	7	April & Oct.	Boston.	1889	78							
Income Mortgage.....	10,000,000	10	March & Sept.	"	1874	78 1/2							
2d Mortgage (U. S. subsidy).....	27,236,512	6	Jan. & July.	N.Y. & Boston	'95-'99	....						
Union Pacific—Central Branch:							CANAL BONDS.						
1st Mortgage.....	1,600,000	6*	May & Nov.	New York.	1895	....	Chesapeake and Delaware:						
2d Mortgage (U. S. subsidy).....	1,600,000	6	Jan. & July.	"	1895	....	1st Mortgage.....	2,039,160	6	Jan. & July.	Philadelphia.	1896	96 1/2
Union Pacific, E. D. (see K. Pac.):							Chesapeake and Ohio:						
1st Mortgage, S. Br. (M. K. & T.):							Maryland State Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
1st M. R. R. 34m. & 1,300,000 acres	4,145,000	6*	Jan. & July.	New York.	1899	....	Sterling Loan guaranteed	4,375,000	6*	"	London.	1890	....
Union and Titusville:							Preferred Bonds.....	1,600,600	6	Jan. & July.	Baltimore.	1885	....
1st Mortgage.....	500,000	7	Jan. & July.	Philadelphia.	1890	....	Delaware Division (L. O. & W.):						
Utica and Black River:							1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1878	....
1st Mortgage, July 1868	150,000	7	Jan. & July.	New York.	1878	....	Delaware and Hudson:						
Vermont Central:							Mortgage bonds tax free.....	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage.....	3,000,000	7	June & Dec.	Boston.	1886	84 1/2	Mortgage bonds of 1870, tax free	3,500,000	7	Jan. & July.	"	1884	....
2d Mortgage.....	1,500,000	7	"	"	1891	36 1/2	Delaware and Raritan (See Cam						
Equip. Loans of 1866-'67.....	1,000,000	8	May & Nov.	"	'76-'77	100	den and						
Equip. Loans of 1867.....	1,000,000	8	"	"	1869	102 1/2	Erie of Pennsylvania:						
Standand, Shefford & Cham. b'ds	500,000	7	Jan. & July.	"	....	83	Bonds (original).....	743,654	7	Jan. & July.	Philadelphia.	1865	....
Guar. Stock (Vt. & Ca.).....	2,000,000	8	June & Dec.	"	....	100	Bonds for interest prior to 1850.	161,960	7	"	"	1873	....
Vermont and Massachusetts:							Lehigh Coal and Navigation:						
1st Mortgage.....	550,000	6	Jan. & July.	Boston.	1883	92	Mortgage Loan	5,655,100	6	J. A. J. & O.	Philadelphia.	1884	83 1/2
Convertible tax free, bonds.....	200,000	7	"	"	1879	....	Mortgage Loan	2,010,000	6	"	"	1897	90 1/2
Vermont Valley (Vt. Central):							Gold Loan.....	5,000,000	6*	June & Dec.	"	1897	92 1/2
1st Mortgage.....	386,000	7	April & Oct.	New York.	1860	....	Gold Loan.....	980,000	6*	"	"	1894	90 1/2
1st Mortgage.....	114,000	6	"	Boston.	1860	....	Convertible Loan.....	1,996,879	6	"	"	1877	80
1st Mortgage.....	293,200	7	"	New York.	1859	....	Monongahela Navigation:						
Vicksburg and Meridian:							1st Mortgage.....	103,000	6	Jan. & July.	Pittsburg.	1887	....
General Mort., 1st series (red.)	\$722,500	7	Jan. & July.	Philadelphia.	1890	....	2d Mortgage.....	7,000	6	"	"	1875	....
" " 2d series (blue).....	850,000	7	"	"	1890	....	Morris (and Banking):						
" " 3d series (black).....	154,000	7	"	"	1890	....	1st Mortgage.....	500,000	6	April & Oct.	Jersey City.	1884	....
" " (not endorsed).....	1,273,000	7	April & Oct.	"	1890	....	2d Mortgage.....	285,000	6	"	"	1876	....
Special Loan.....	225,438	8	Jan. & July.	"	1890	....	Boat Loan, sinking fund.....	236,965	7	"	"	1885	....
Vineyard:							Dividend Scrip.....	103,164	7	— & —	"	....	....
1st Mortgage.....	750,000	7	April & Oct.	New York.	1890	....	Pennsylvania:						
Virginia Central see "Chesa. & O."							1st Mortgage.....	1,632,000	6	Jan. & July.	Philadelphia.	1887	75
Virginia & Tennessee (A. M. & O.):							Schuylkill Navigation:						
1st Mortgage.....	494,000	6	Jan. & July.	New York.	1873	90	1st Mortgage.....	1,781,213	6	March & Sept.	Philadelphia.	1872	78
2d Mortgage.....	4,000	6	"	"	1869	77	2d Mortgage.....	4,006,670	6	Jan. & July.	"	1882	78
3d Mortgage.....	990,000	6	"	"	1884	....	Plain Bonds.....	171,354	6	"	"	1876	81
Income Mortgage.....	113,000	6	"	"	1866	....	Improvement bonds.....	305,500	6	May & Nov.	"	1870	88
4th Mortgage.....	846,000	6	"	"	1900	88 1/2	Boat and Car Loan 1863.....	800,000	6	"	"	1888	....
Registered Certificates.....	116,129	8	"	Richmond.	1880	....	Boat and Car Loan 1864.....	633,650	7	"	"	1889	75
Interest Funding Bonds.....	204,200	8	"	New York.	1880	....	Susquehanna (S. & Tide Water):						
Walkkill Valley (20,000 per mile):							1st Mortgage.....	227,500	6	Jan. & July.	Philadelphia.	1894	62
1st Mortgage.....	350,000	7	April & Oct.	New York.	1910	....	2d Mortgage.....	700,000	6	"	"	1885	....
Ware River (N. & N.):							3d Mortgage stg.....	872,667	6*	"	London.	1878	....
1st Mortgage for \$1,000,000.....	239,300	7	Jan. & July.	Boston.	1890	....	Tide-Water (Susq. & Tide-W.):						
Warren (D. L. & W.):							1st Mortgage.....	97,810	6	Jan. & July.	Baltimore.	1894	....
1st Mortgage, guaranteed.....	511,400	7	Feb. & Aug.	New York.	1875	....	2d Mortgage.....	300,000	6	"	"	1885	....
Warwick Valley (Erie):							3d Mortgage.....	436,333	6	"	London.	1878	....
1st Mortgage.....	85,000	7	April & Oct.	New York.	1880	....	Union:						
Washington and Ohio:							1st Mortgage.....	3,000,000	6	May & Nov.	Philadelphia.	1883	....
1st Mortgage 1868 for \$8,000,000.		7	May & Nov.	New York.	1898	....	West Branch and Susquehanna:						
Watertown & Rome (R. W. & O.):							1st Mortgage, sinking fund.....	450,000	6	June & Dec.	Philadelphia.	1878	....
2d Mortgage.....	3,000	7	March & Sept.	New York.	1871	....	2d Mortgage.....	297,000	6	May & Nov.	"	1888	....
Sinking Fund.....	796,900	7	"	"	1880	....	3d Mortgage.....	13,000	6	"	"	1868	....
Westchester and Philadelphia:							Wyoming Valley (Penna.):						
1st Mortgage, convertible.....	400,000	7	Jan. & July.	Philadelphia.	1873	....	1st Mortgage, assumed by Pa...	600,600	6	Jan. & July.	Philadelphia.	1878	....
3d Mortgage (8s compromised).....	557,400	6	April & Oct.	"	1878	....						
Western Alabama:							MISCELLANEOUS.						
Mortgage consolidated guar.....	1,200,000	8	April & Oct.	New York.	1900	....	American Dock & Improvement:						
1st Mortgage (before consolid.)	600,000	8	"	"	1888	....	1st Mort. guar. by C. R. R. Co.	2,000,000	7	Jan. & July.	New York.	1886	96 1/2
1st Mortgage (M. & W. Point R.R.)	750,000	8	Jan. & July.	"	1881	....	Consolidated (Md.) Coal:						
Western (B. & Albany):							1st Mortgage, convertible.....	750,000	7	Jan. & July.	New York.	1885	....
Sterling Bonds.....	1,619,520	5*	April & Oct.	London.	1871	....	Pennsylvania Coal:						
Albany Loan (A. & W. Stockb'dge)	600,000	6	Jan. & July.	Boston.	1876	....	1st Mortgage.....	566,000	7	Feb. & Aug.	Philadelphia.	1881	....
Dollar Bonds.....	753,500	6	April & Oct.	"	1875	98 1/2	Long Dock:						
Western Maryland:							Mortgage Bonds, guaranteed ...	2,500,000	7	June & Dec.	New York.	1872	90 1/2
1st Mortgage.....	600,000	6	Jan. & July.	Baltimore.	1890	79 1/2	Mariposa:						
2d Mortgage preferred.....	600,000	6	"	"	1890	61	1st Mortgage.....	1,500,000	7	Jan. & July.	New York.	18—	....
Bonds endorsed by Balt.....	600,000	6	"	"	1890	....	2d Mortgage.....	2,000,000	7	April & Oct.	"	1881	....
Bonds (July 1, 1870) endor. by B.	1,400,000	6	"	"	1890	92	Quicksilver:						
Western North Carolina (E. D.):							1st Mortgage.....	500,000	7*	June & Dec.	New York.	1873	....
1st Mortgage, Mar. 1, 1870.....	1,400,000	8	Jan. & July.	New York.	1890	....	2d Mortgage.....	1,000,000	7*	Jan. & July.	"	1879	....
Western Pennsylvania (Penn.):							Western Union:						
1st Mortgage (E. Div.) guar.....	800,000	6	April & Oct.	Philadelphia.	1893	....	1st Mortgage (S. F.) convertible.	4,534,000	7	May & Nov.	New York.	1875	....
1st Mortgage (Pittsb. Div.) guar.	1,000,000	6	Jan. & July.	"	1896	....	2d Mortgage.....	89,500	7*	Jan. & July.	"	1873	....

RAILROAD SHARE LIST, Including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (—) across the column signifies "nil" and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italics."

Year ending	Railroad			Rolling Stock			Companies	Property and Assets			Abstract of General Balance Sheet				Operations			Earnings		Value of Shares		
	Main Line.	Branch Line.	2d Track and Bldgs.	Railroad in progress.	Cars			Railroad.	Rolling Stock.	Assets	Accounts and Cash.	Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Trains Moved.		Carried one mile.		Not	
					Engines.	Pass.											M.	M.	M.			M.	Number.	Tons.	Gross.	Net.
Sept. 30, 1870	60.0			125.0	3	3	56	Adirondack	2,881,918		3,763,000	930,000	1,766,923		60.0	31,188	60.0	405,771	635,940	67,324	18,116	
May 31, 1871	296.0			14.8	20	6	400	Alabama and Chattanooga	10,600,000		2,700,000	7,892,000	2,500,009		296.0	31,188	296.0	405,771	635,940	67,324	18,116	
Sept. 30, 1870	142.0			19.8	25	21	12	Albany and Susquehanna	7,106,372	682,644	3,067,800	4,154,928	414,921		142.0	470,439	142.0	405,771	635,940	67,324	18,116	
Jan. 31, 1871	182.0			37.9	112.0	25	7	Albany Valley	10,600,000		2,700,000	7,892,000	2,500,009		182.0	470,439	182.0	405,771	635,940	67,324	18,116	
Jun. 30, 1870	26.5			6.8	8	6	124	Albany Valley	884,551		8,379	2,256,350	425,000		26.5	470,439	26.5	405,771	635,940	67,324	18,116	
Dec. 31, 1870	26.5			6.8	8	6	124	Albany Valley	884,551		8,379	2,256,350	425,000		26.5	470,439	26.5	405,771	635,940	67,324	18,116	
Mar. 31, 1871	26.5			6.8	8	6	124	Albany Valley	884,551		8,379	2,256,350	425,000		26.5	470,439	26.5	405,771	635,940	67,324	18,116	
Dec. 31, 1870	26.5			6.8	8	6	124	Albany Valley	884,551		8,379	2,256,350	425,000		26.5	470,439	26.5	405,771	635,940	67,324	18,116	
Mar. 31, 1871	26.5			6.8	8	6	124	Albany Valley	884,551		8,379	2,256,350	425,000		26.5	470,439	26.5	405,771	635,940	67,324	18,116	
Dec. 31, 1870	26.5			6.8	8	6	124	Albany Valley	884,551		8,379	2,256,350	425,000		26.5	470,439	26.5	405,771	635,940	67,324	18,116	
Mar. 31, 1871	26.5			6.8	8	6	124	Albany Valley	884,551		8,379	2,256,350	425,000		26.5	470,439	26.5	405,771	635,940	67,324	18,116	
Dec. 31, 1870	26.5			6.8	8	6	124	Albany Valley	884,551		8,379	2,256,350	425,000		26.5	470,439	26.5	405,771	635,940	67,324	18,116	
Mar. 31, 1871	26.5			6.8	8	6	124	Albany Valley	884,551		8,379	2,256,350	425,000		26.5	470,439	26.5	405,771	635,940	67,324	18,116	
Dec. 31, 1870	26.5			6.8	8	6	124	Albany Valley	884,551		8,379	2,256,350	425,000		26.5	470,439	26.5	405,771	635,940	67,324	18,116	
Mar. 31, 1871	26.5			6.8	8	6	124	Albany Valley	884,551		8,379	2,256,350	425,000		26.5	470,439	26.5	405,771	635,940	67,324	18,116	
Dec. 31, 1870	26.5			6.8	8	6	124	Albany Valley	884,551		8,379	2,256,350	425,000		26.5	470,439	26.5	405,771	635,940	67,324	18,116	
Mar. 31, 1871	26.5			6.8	8	6	124	Albany Valley	884,551		8,379	2,256,350	425,000		26.5	470,439	26.5	405,771	635,940	67,324	18,116	
Dec. 31, 1870	26.5			6.8	8	6	124	Albany Valley	884,551		8,379	2,256,350	425,000		26.5	470,439	26.5	405,771	635,940	67,324	18,116	
Mar. 31, 1871	26.5			6.8	8	6	124	Albany Valley	884,551		8,379	2,256,350	425,000		26.5	470,439	26.5	405,771	635,940	67,324	18,116	
Dec. 31, 1870	26.5			6.8	8	6	124	Albany Valley	884,551		8,379	2,256,350	425,000		26.5	470,439	26.5	405,771	635,940	67,324	18,116	
Mar. 31, 1871	26.5			6.8	8	6	124	Albany Valley	884,551		8,379	2,256,350	425,000		26.5	470,439	26.5	405,771	635,940	67,324	18,116	
Dec. 31, 1870	26.5			6.8	8	6	124	Albany Valley	884,551		8,379	2,256,350	425,000		26.5	470,439	26.5	405,771	635,940	67,324	18,116	
Mar. 31, 1871	26.5			6.8	8	6	124	Albany Valley	884,551		8,379	2,256,350	425,000		26.5	470,439	26.5	405,771	635,940	67,324	18,116	
Dec. 31, 1870	26.5			6.8	8	6	124	Albany Valley	884,551		8,379	2,256,350	425,000		26.5	470,439	26.5	405,771	635,940	67,324	18,116	
Mar. 31, 1871	26.5			6.8	8	6	124	Albany Valley	884,551		8,379	2,256,350	425,000		26.5	470,439	26.5	405,771	635,940	67,324	18,116	
Dec. 31, 1870	26.5			6.8	8	6	124	Albany Valley	884,551		8,379	2,256,350	425,000		26.5	470,439	26.5	405,771	635,940	67,324	18,116	
Mar. 31, 1871	26.5			6.8	8	6	124	Albany Valley	884,551		8,379	2,256,350	425,000		26.5	470,439	26.5	405,771	635,940	67,324	18,116	
Dec. 31, 1870	26.5			6.8	8	6	124	Albany Valley	884,551		8,379	2,256,350	425,000		26.5	470,439	26.5	405,771	635,940	67,324	18,116	
Mar. 31, 1871	26.5			6.8	8	6	124	Albany Valley	884,551		8,379	2,256,350	425,000		26.5	470,439	26.5	405,771	635,940	67,324	18,116	
Dec. 31, 1870	26.5			6.8	8	6	124	Albany Valley	884,551		8,379	2,256,350	425,000		26.5	470,439	26.5	405,771	635,940	67,324	18,116	
Mar. 31, 1871	26.5			6.8	8	6	124	Albany Valley	884,551		8,379	2,256,350	425,000		26.5	470,439	26.5	405,771	635,940	67,324	18,116	
Dec. 31, 1870	26.5			6.8	8	6	124	Albany Valley	884,551		8,379	2,256,350	425,000		26.5	470,439	26.5	405,771	635,940	67,324	18,116	
Mar. 31, 1871	26.5			6.8	8	6	124	Albany Valley	884,551		8,379	2,256,350	425,000		26.5	470,439	26.5	405,771	635,940	67,324	18,116	
Dec. 31, 1870	26.5			6.8	8	6	124	Albany Valley	884,551		8,379	2,256,350	425,000		26.5	470,439	26.5	405,771	635,940	67,324	18,116	
Mar. 31, 1871	26.5			6.8	8	6	124	Albany Valley	884,551		8,379	2,256,350	425,000		26.5	470,439	26.5	405,771	635,940	67,324	18,116	
Dec. 31, 1870	26.5			6.8	8	6	124	Albany Valley	884,551		8,379	2,256,350	425,000		26.5	470,439	26.5	405,771	635,940	67,324	18,116	
Mar. 31, 1871	26.5			6.8	8	6	124	Albany Valley	884,551		8,379	2,256,350	425,000		26.5	470,439	26.5	405,771	635,940	67,324	18,116	
Dec. 31, 1870	26.5			6.8	8	6	124	Albany Valley	884,551		8,379	2,256,350	425,000		26.5	470,439	26.5	405,771	635,940	67,324	18,116	
Mar. 31, 1871	26.5			6.8	8	6	124	Albany Valley	884,551		8,379	2,256,350	425,000		26.5	470,439	26.5	405,771	635,940	67,324	18,116	
Dec. 31, 1870	26.5			6.8	8	6	124	Albany Valley	884,551		8,379	2,256,350	425,000		26.5	470,439	26.5	405,771	635,940	67,324	18,116	
Mar. 31, 1871	26.5			6.8	8	6	124	Albany Valley	884,551		8,379	2,256,350	425,000		26.5	470,439	26.5	405,771	635,940	67,324	18,116	
Dec. 31, 1870	26.5			6.8	8	6	124	Albany Valley	884,551		8,379	2,256,350	425,000		26.5	470,439	26.5	405,771	635,940	67,324	18,116	
Mar. 31, 1871	26.5			6.8	8	6	124	Albany Valley	884,551		8,379	2,256,350	425,000		26.5	470,439	26.5	405,771	635,940	67,324	18,116	
Dec. 31, 1870	26.5			6.8	8	6	124	Albany Valley	884,551		8,379	2,256,350	425,000		26.5	470,439	26.5	405,771	635,940	67,324	18,116	
Mar. 31, 1871	26.5			6.8	8	6	124	Albany Valley	884,551		8,379	2,256,350	425,000		26.5	470,439	26.5	405,771	635,940	67,324	18,116	
Dec. 31, 1870	26.5			6.8	8	6	124	Albany Valley	884,551		8,379	2,256,350	425,000		26.5	470,439	26.5	405,771	635,940	67,324	18,116	
Mar. 31, 1871	26.5			6.8	8	6	124	Albany Valley	884,551		8,379	2,256,350	425,000		26.5	470,439	26.5	405,771	635,940	67,324	18,116	
Dec. 31, 1870	26.5			6.8	8	6	124	Albany Valley	884,551		8,379	2,256,350	425,000		26.5	470,439	26.5	405,771	635,940	67,324	18,116	
Mar. 31, 1871	26.5			6.8	8	6	124	Albany Valley	884,551		8,379	2,256,350	425,000		26.5	470,439	26.5	405,771	635,940	67,324	18,116	
Dec. 31, 1																						

[illegible]

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

an asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (—) across the column signifies "all," and running dots (....) signify "not ascertainable."

Abstract of General Balance Sheet.									
Property and Assets.			Liabilities.			Operations.		Earnings.	
Rolling Stock.			Accounts and Cash.			Trains Moved.		Gross.	
Railroad.			Stocks.			Passenger.		Net.	
Freight.			Bonds.			Freight.		Dividends.	
P. M. E.			Accounts.			Tons.		Par.	
Engine.			Surplus Income.			Carried over mth.		Market.	
Railroad in progress.			Surplus Income.			Carried over mth.		Value of Shares.	
Branch Line.			Surplus Income.			Carried over mth.		Value of Shares.	
Main Line.			Surplus Income.			Carried over mth.		Value of Shares.	
Year ending.			Surplus Income.			Carried over mth.		Value of Shares.	
Aug. 31, 1870			Aug. 31, 1870			Aug. 31, 1870		Aug. 31, 1870	
Grand Rapids and Indiana			Indiana			Indiana		Indiana	
Grand Trunk			Michigan			Michigan		Michigan	
Great Western			Canada			Canada		Canada	
Green Bay and Wisconsin			Wisconsin			Wisconsin		Wisconsin	
Hannibal and St. Joseph			Missouri			Missouri		Missouri	
Hannibal and St. Joseph			Missouri			Missouri		Missouri	
Hannibal and St. Joseph			Missouri			Missouri		Missouri	
Hannibal and St. Joseph			Missouri			Missouri		Missouri	
Hannibal and St. Joseph			Missouri			Missouri		Missouri	
Hannibal and St. Joseph			Missouri			Missouri		Missouri	
Hannibal and St. Joseph			Missouri			Missouri		Missouri	
Hannibal and St. Joseph			Missouri			Missouri		Missouri	
Hannibal and St. Joseph			Missouri			Missouri		Missouri	
Hannibal and St. Joseph			Missouri			Missouri		Missouri	
Hannibal and St. Joseph			Missouri			Missouri		Missouri	
Hannibal and St. Joseph			Missouri			Missouri		Missouri	
Hannibal and St. Joseph			Missouri			Missouri		Missouri	
Hannibal and St. Joseph			Missouri			Missouri		Missouri	
Hannibal and St. Joseph			Missouri			Missouri		Missouri	
Hannibal and St. Joseph			Missouri			Missouri		Missouri	
Hannibal and St. Joseph			Missouri			Missouri		Missouri	
Hannibal and St. Joseph			Missouri			Missouri		Missouri	
Hannibal and St. Joseph			Missouri			Missouri		Missouri	
Hannibal and St. Joseph			Missouri			Missouri		Missouri	
Hannibal and St. Joseph			Missouri			Missouri		Missouri	
Hannibal and St. Joseph			Missouri			Missouri		Missouri	
Hannibal and St. Joseph			Missouri			Missouri		Missouri	
Hannibal and St. Joseph			Missouri			Missouri		Missouri	
Hannibal and St. Joseph			Missouri			Missouri		Missouri	
Hannibal and St. Joseph			Missouri			Missouri		Missouri	
Hannibal and St. Joseph			Missouri			Missouri		Missouri	
Hannibal and St. Joseph			Missouri			Missouri		Missouri	
Hannibal and St. Joseph			Missouri			Missouri		Missouri	
Hannibal and St. Joseph			Missouri			Missouri		Missouri	
Hannibal and St. Joseph			Missouri			Missouri		Missouri	
Hannibal and St. Joseph			Missouri			Missouri		Missouri	
Hannibal and St. Joseph			Missouri			Missouri		Missouri	
Hannibal and St. Joseph			Missouri			Missouri		Missouri	
Hannibal and St. Joseph			Missouri			Missouri		Missouri	
Hannibal and St. Joseph			Missouri			Missouri		Missouri	
Hannibal and St. Joseph			Missouri			Missouri		Missouri	
Hannibal and St. Joseph			Missouri			Missouri		Missouri	
Hannibal and St. Joseph			Missouri			Missouri		Missouri	
Hannibal and St. Joseph			Missouri			Missouri		Missouri	
Hannibal and St. Joseph			Missouri			Missouri		Missouri	
Hannibal and St. Joseph			Missouri			Missouri		Missouri	
Hannibal and St. Joseph			Missouri			Missouri		Missouri	
Hannibal and St. Joseph			Missouri			Missouri		Missouri	
Hannibal and St. Joseph			Missouri			Missouri		Missouri	
Hannibal and St. Joseph			Missouri			Missouri		Missouri	
Hannibal and St. Joseph			Missouri			Missouri		Missouri	
Hannibal and St. Joseph			Missouri			Missouri		Missouri	
Hannibal and St. Joseph			Missouri			Missouri		Missouri	
Hannibal and St. Joseph			Missouri			Missouri		Missouri	
Hannibal and St. Joseph			Missouri			Missouri		Missouri	
Hannibal and St. Joseph			Missouri			Missouri		Missouri	
Hannibal and St. Joseph			Missouri			Missouri		Missouri	
Hannibal and St. Joseph			Missouri			Missouri		Missouri	
Hannibal and St. Joseph			Missouri			Missouri		Missouri	
Hannibal and St. Joseph			Missouri			Missouri		Missouri	
Hannibal and St. Joseph			Missouri			Missouri		Missouri	
Hannibal and St. Joseph			Missouri			Missouri		Missouri	
Hannibal and St. Joseph			Missouri			Missouri		Missouri	
Hannibal and St. Joseph			Missouri			Missouri		Missouri	
Hannibal and St. Joseph			Missouri			Missouri		Missouri	
Hannibal and St. Joseph			Missouri			Missouri		Missouri	
Hannibal and St. Joseph			Missouri			Missouri		Missouri	
Hannibal and St. Joseph			Missouri			Missouri		Missouri	
Hannibal and St. Joseph			Missouri			Missouri		Missouri	
Hannibal and St. Joseph			Missouri			Missouri		Missouri	
Hannibal and St. Joseph			Missouri			Missouri		Missouri	
Hannibal and St. Joseph			Missouri			Missouri		Missouri	
Hannibal and St. Joseph			Missouri			Missouri		Missouri	
Hannibal and St. Joseph			Missouri			Missouri		Missouri	
Hannibal and St. Joseph			Missouri			Missouri		Missouri	
Hannibal and St. Joseph			Missouri			Missouri		Missouri	
Hannibal and St. Joseph			Missouri			Missouri		Missouri	
Hannibal and St. Joseph			Missouri			Missouri		Missouri	
Hannibal and St. Joseph			Missouri			Missouri		Missouri	
Hannibal and St. Joseph			Missouri			Missouri		Missouri	
Hannibal and St. Joseph			Missouri			Missouri		Missouri	
Hannibal and St. Joseph			Missouri			Missouri		Missouri	
Hannibal and St. Joseph			Missouri			Missouri			

Dec. 31, 1870	12.6	9.5	18	10	5	180	Lykens Valley.....	Pennsylvania	600,000	1,631,900	770,000	85,172	90,175	33.0	(Leased & oper. by Summit B'ranch.)	02,500	10	20
Sept. 30, 1870	78.0	10.0	5	10	5	180	Macon and Augusta.....	Georgia	2,500,000	2,534,118	3,500,000	85,172	90,175	128.0	(Operated by Geo. T. & Co.)	7,849	100	100
Dec. 31, 1870	102.5	11.3	17	10	7	287	Macon and Brunswick.....	Georgia	6,422,616	2,400,000	2,400,000	195,862	195,862	196.0	(Leased & oper. by Geo. T. & Co.)	428,429	100	100
Nov. 30, 1870	102.5	11.3	17	10	7	287	Macon and Brunswick.....	Georgia	6,422,616	2,400,000	2,400,000	195,862	195,862	196.0	(Leased & oper. by Geo. T. & Co.)	428,429	100	100
Dec. 31, 1870	44.7	35.0	18	10	7	287	Mahanoy and Shamokin.....	Penn.	3,420,045	3,485,500	3,485,500	143,511	143,511	130.8	(Leased & oper. by Geo. T. & Co.)	602,555	100	100
Dec. 31, 1870	108.8	10.9	18.5	15	23	7	290	Maine Central.....	Maine	4,121,604	3,400,000	2,886,320	140,349	128.8	(Leased & oper. by Geo. T. & Co.)	187,879	100	100
Mar. 31, 1870	22.4	4.1	1	1	1	1	290	Maine Central.....	Maine	4,121,604	3,400,000	2,886,320	140,349	128.8	(Leased & oper. by Geo. T. & Co.)	187,879	100	100
Dec. 31, 1870	108.8	10.9	18.5	15	23	7	290	Maine Central.....	Maine	4,121,604	3,400,000	2,886,320	140,349	128.8	(Leased & oper. by Geo. T. & Co.)	187,879	100	100
Mar. 31, 1870	22.4	4.1	1	1	1	1	290	Maine Central.....	Maine	4,121,604	3,400,000	2,886,320	140,349	128.8	(Leased & oper. by Geo. T. & Co.)	187,879	100	100
Dec. 31, 1870	108.8	10.9	18.5	15	23	7	290	Maine Central.....	Maine	4,121,604	3,400,000	2,886,320	140,349	128.8	(Leased & oper. by Geo. T. & Co.)	187,879	100	100
Mar. 31, 1870	22.4	4.1	1	1	1	1	290	Maine Central.....	Maine	4,121,604	3,400,000	2,886,320	140,349	128.8	(Leased & oper. by Geo. T. & Co.)	187,879	100	100
Dec. 31, 1870	108.8	10.9	18.5	15	23	7	290	Maine Central.....	Maine	4,121,604	3,400,000	2,886,320	140,349	128.8	(Leased & oper. by Geo. T. & Co.)	187,879	100	100
Mar. 31, 1870	22.4	4.1	1	1	1	1	290	Maine Central.....	Maine	4,121,604	3,400,000	2,886,320	140,349	128.8	(Leased & oper. by Geo. T. & Co.)	187,879	100	100
Dec. 31, 1870	108.8	10.9	18.5	15	23	7	290	Maine Central.....	Maine	4,121,604	3,400,000	2,886,320	140,349	128.8	(Leased & oper. by Geo. T. & Co.)	187,879	100	100
Mar. 31, 1870	22.4	4.1	1	1	1	1	290	Maine Central.....	Maine	4,121,604	3,400,000	2,886,320	140,349	128.8	(Leased & oper. by Geo. T. & Co.)	187,879	100	100
Dec. 31, 1870	108.8	10.9	18.5	15	23	7	290	Maine Central.....	Maine	4,121,604	3,400,000	2,886,320	140,349	128.8	(Leased & oper. by Geo. T. & Co.)	187,879	100	100
Mar. 31, 1870	22.4	4.1	1	1	1	1	290	Maine Central.....	Maine	4,121,604	3,400,000	2,886,320	140,349	128.8	(Leased & oper. by Geo. T. & Co.)	187,879	100	100
Dec. 31, 1870	108.8	10.9	18.5	15	23	7	290	Maine Central.....	Maine	4,121,604	3,400,000	2,886,320	140,349	128.8	(Leased & oper. by Geo. T. & Co.)	187,879	100	100
Mar. 31, 1870	22.4	4.1	1	1	1	1	290	Maine Central.....	Maine	4,121,604	3,400,000	2,886,320	140,349	128.8	(Leased & oper. by Geo. T. & Co.)	187,879	100	100
Dec. 31, 1870	108.8	10.9	18.5	15	23	7	290	Maine Central.....	Maine	4,121,604	3,400,000	2,886,320	140,349	128.8	(Leased & oper. by Geo. T. & Co.)	187,879	100	100
Mar. 31, 1870	22.4	4.1	1	1	1	1	290	Maine Central.....	Maine	4,121,604	3,400,000	2,886,320	140,349	128.8	(Leased & oper. by Geo. T. & Co.)	187,879	100	100
Dec. 31, 1870	108.8	10.9	18.5	15	23	7	290	Maine Central.....	Maine	4,121,604	3,400,000	2,886,320	140,349	128.8	(Leased & oper. by Geo. T. & Co.)	187,879	100	100
Mar. 31, 1870	22.4	4.1	1	1	1	1	290	Maine Central.....	Maine	4,121,604	3,400,000	2,886,320	140,349	128.8	(Leased & oper. by Geo. T. & Co.)	187,879	100	100
Dec. 31, 1870	108.8	10.9	18.5	15	23	7	290	Maine Central.....	Maine	4,121,604	3,400,000	2,886,320	140,349	128.8	(Leased & oper. by Geo. T. & Co.)	187,879	100	100
Mar. 31, 1870	22.4	4.1	1	1	1	1	290	Maine Central.....	Maine	4,121,604	3,400,000	2,886,320	140,349	128.8	(Leased & oper. by Geo. T. & Co.)	187,879	100	100
Dec. 31, 1870	108.8	10.9	18.5	15	23	7	290	Maine Central.....	Maine	4,121,604	3,400,000	2,886,320	140,349	128.8	(Leased & oper. by Geo. T. & Co.)	187,879	100	100
Mar. 31, 1870	22.4	4.1	1	1	1	1	290	Maine Central.....	Maine	4,121,604	3,400,000	2,886,320	140,349	128.8	(Leased & oper. by Geo. T. & Co.)	187,879	100	100
Dec. 31, 1870	108.8	10.9	18.5	15	23	7	290	Maine Central.....	Maine	4,121,604	3,400,000	2,886,320	140,349	128.8	(Leased & oper. by Geo. T. & Co.)	187,879	100	100
Mar. 31, 1870	22.4	4.1	1	1	1	1	290	Maine Central.....	Maine	4,121,604	3,400,000	2,886,320	140,349	128.8	(Leased & oper. by Geo. T. & Co.)	187,879	100	100
Dec. 31, 1870	108.8	10.9	18.5	15	23	7	290	Maine Central.....	Maine	4,121,604	3,400,000	2,886,320	140,349	128.8	(Leased & oper. by Geo. T. & Co.)	187,879	100	100
Mar. 31, 1870	22.4	4.1	1	1	1	1	290	Maine Central.....	Maine	4,121,604	3,400,000	2,886,320	140,349	128.8	(Leased & oper. by Geo. T. & Co.)	187,879	100	100
Dec. 31, 1870	108.8	10.9	18.5	15	23	7	290	Maine Central.....	Maine	4,121,604	3,400,000	2,886,320	140,349	128.8	(Leased & oper. by Geo. T. & Co.)	187,879	100	100
Mar. 31, 1870	22.4	4.1	1	1	1	1	290	Maine Central.....	Maine	4,121,604	3,400,000	2,886,320	140,349	128.8	(Leased & oper. by Geo. T. & Co.)	187,879	100	100
Dec. 31, 1870	108.8	10.9	18.5	15	23	7	290	Maine Central.....	Maine	4,121,604	3,400,000	2,886,320	140,349	128.8	(Leased & oper. by Geo. T. & Co.)	187,879	100	100
Mar. 31, 1870	22.4	4.1	1	1	1	1	290	Maine Central.....	Maine	4,121,604	3,400,000	2,886,320	140,349	128.8	(Leased & oper. by Geo. T. & Co.)	187,879	100	100
Dec. 31, 1870	108.8	10.9	18.5	15	23	7	290	Maine Central.....	Maine	4,121,604	3,400,000	2,886,320	140,349	128.8	(Leased & oper. by Geo. T. & Co.)	187,879	100	100
Mar. 31, 1870	22.4	4.1	1	1	1	1	290	Maine Central.....	Maine	4,121,604	3,400,000	2,886,320	140,349	128.8	(Leased & oper. by Geo. T. & Co.)	187,879	100	100
Dec. 31, 1870	108.8	10.9	18.5	15	23	7	290	Maine Central.....	Maine	4,121,604	3,400,000	2,886,320	140,349	128.8	(Leased & oper. by Geo. T. & Co.)	187,879	100	100
Mar. 31, 1870	22.4	4.1	1	1	1	1	290	Maine Central.....	Maine	4,121,604	3,400,000	2,886,320	140,349	128.8	(Leased & oper. by Geo. T. & Co.)	187,879	100	100
Dec. 31, 1870	108.8	10.9	18.5	15	23	7	290	Maine Central.....	Maine	4,121,604	3,400,000	2,886,320	140,349	128.8	(Leased & oper. by Geo. T. & Co.)	187,879	100	100
Mar. 31, 1870	22.4	4.1	1	1	1	1	290	Maine Central.....	Maine	4,121,604	3,400,000	2,886,320	140,349	128.8	(Leased & oper. by Geo. T. & Co.)	187,879	100	100
Dec. 31, 1870	108.8	10.9	18.5	15	23	7	290	Maine Central.....	Maine	4,121,604	3,400,000	2,886,320	140,349	128.8	(Leased & oper. by Geo. T. & Co.)	187,879	100	100
Mar. 31, 1870	22.4	4.1	1	1	1	1	290	Maine Central.....	Maine	4,121,604	3,400,000	2,886,320	140,349	128.8	(Leased & oper. by Geo. T. & Co.)	187,879	100	100
Dec. 31, 1870	108.8	10.9	18.5	15	23	7	290	Maine Central.....	Maine	4,121,604	3,400,000	2,886,320	140,349	128.8	(Leased & oper. by Geo. T. & Co.)	187,879	100	100
Mar. 31, 1870	22.4	4.1	1	1	1	1	290	Maine Central.....	Maine	4,121,604	3,400,000	2,886,320	140,349	128.8	(Leased & oper. by Geo. T. & Co.)	187,879	100	100
Dec. 31, 1870	108.8	10.9	18.5	15	23	7	290	Maine Central.....	Maine	4,121,604	3,400,000	2,886,320	140,349	128.8	(Leased & oper. by Geo. T. & Co.)	187,879	100	100
Mar. 31, 1870	22.4	4.1	1	1	1	1	290	Maine Central.....	Maine	4,121,604	3,400,000	2,886,320	140,349	128.8	(Leased & oper. by Geo. T. & Co.)	187,879	100	100
Dec. 31, 1870	108.8	10.9	18.5	15	23	7	290	Maine Central.....	Maine	4,121,604	3,400,000	2,886,320	140,349	128.8	(Leased & oper. by Geo. T. & Co.)	187,879	100	100
Mar. 31, 1870	22.4	4.1	1	1	1	1	290	Maine Central.....	Maine	4,121,604	3,400,000	2,886,320	140,349	128.8	(Leased & oper. by Geo. T. & Co.)	187,879	100	100
Dec. 31, 1870	108.8	10.9	18.5	15	23	7	290	Maine Central.....	Maine	4,121,604	3,400,000	2,886,320	140,349	128.8	(Leased & oper. by Geo. T. & Co.)	187,879	100	100
Mar. 31, 1870	22.4	4.1	1	1	1	1	290	Maine Central.....	Maine	4,121,604	3,400,000	2,886,320	140,349	128.8	(Leased & oper. by Geo. T. & Co.)	187,879	100	100
Dec. 31, 1870	108.8	10.9	18.5	15	23	7	290	Maine Central.....	Maine	4,121,604	3,400,000	2,886,320	140,349	128.8	(Leased & oper. by Geo. T. & Co.)	187,879	100	100
Mar. 31, 1870	22.4	4.1	1	1	1	1	290	Maine Central.....	Maine	4,121,604	3,400,000	2,886,320	140,349	128.8	(Leased & oper. by Geo. T. & Co.)	187,879	100	100
Dec. 31, 1870	108.8	10.9	18.5	15	23	7	290	Maine Central.....	Maine	4,121,604	3,400,000	2,886,320	140,349	128.8	(Leased & oper. by Geo. T. & Co.)	187,879	100	100
Mar. 31, 1870	22.4	4.1	1	1	1	1	290	Maine Central.....	Maine	4,121,604	3,400,000	2,886,320	140,349	128.8	(Leased & oper. by Geo. T. & Co.)	187,879	100	100
Dec. 31, 1870	108.8	10.9	18.5	15	23	7	290	Maine Central.....	Maine	4,121,604	3,400,000	2,886,320	140,349	128.8	(Leased & oper. by Geo. T. & Co.)	187,879	100	100
Mar. 31, 1870	22.4	4.1	1	1	1	1	290	Maine Central.....	Maine	4,121,604	3,400,000	2,886,320	140,349	128.8	(Leased & oper. by Geo. T. & Co.)	187,879	100	100
Dec. 31, 1870	108.8	10.9	18.5	15	23	7	290	Maine Central.....	Maine	4,121,604	3,400,000	2,886,320	140,349	128.8	(Leased & oper. by Geo. T. & Co.)	187,879	100	100
Mar. 31, 1870	22.4	4.1	1	1	1	1	290	Maine Central.....	Maine	4,121,604	3,400,000	2,886,320	140,349	128.8	(Leased & oper. by Geo. T. & Co.)	187,879	100	100
Dec. 31, 1870	108.8	10.9	18.5	15	23	7	290	Maine Central.....	Maine	4,121,604	3,400,000	2,886,320	140,349	128.8	(Leased & oper. by Geo. T. & Co.)	187,879	100	100
Mar. 31, 1870	22.4	4.1	1	1	1	1	290	Maine Central.....	Maine	4,121,604	3,400,000	2,886,320	140,349	128.8	(Leased & oper. by Geo. T. & Co.)	187,879	100	100
Dec. 31, 1870	108.8	10.9	18.5	15	23	7	290	Maine Central.....	Maine	4,121,604	3,400,000	2,886,320	140,349					

[illegible]

REFERRED & GUARANTEED STOCKS

(Marked with an asterisk (*) are guaranteed by lessees and thus (1) have equal dividends with lessees' stock.)

COMPANIES.	Amount outstanding.	Div'ds Rate.	Paid.	Market Price.
RAILROAD STOCKS:				
Atlantic & Gt. West'n (O. D.) pref.	\$1,919,000	7	...	...
Atlantic and St. Lawrence* guar.	2,494,000	4	4	...
Baltimore and Ohio, pref.	3,000,000	6	6	150
Berkshire* guaranteed.	600,000	7	7	...
Boston and Albany* guar.	250,000	6	6	...
Boston, Concord and Montreal, pref.	1,340,000	6	6	75
Buffalo, N. York and Erie* guar.	950,000	7	7	74
Camden and Atlantic, pref.	753,695	7	7	60
Catawissa* pref. and guar.	2,200,000	7	7	91
Cayuga and Susquehanna* guar.	559,110	9	...	...
Cedar Rapids & Missouri* preferred and guaranteed.	755,000	7	7	...
Central Ohio, preferred.	400,000	7	7	31
Chester, pref.	300,000	8	8	...
Chesapeake and Ohio, pref.	2,017,515	7	7	83
Chicago and Alton, pref.	2,425,400	7	10	114
Chicago, Iowa and Nebraska* guar.	2,600,000	10	...	...
Chicago and Northwestern, pref.	30,370,233	7	7	90
Cleveland and Mahoning* guar.	2,056,000	7	7	...
Cleveland and Toledo* guar.	6,250,000	34	...	...
Cochocho, preferred.	177,760	8	...	...
Connecticut and Passumpsic Rivers, preferred.	1,822,100	6	6	91
Cumberland Valley, 1st pref.	241,900	8	8	114
" " 2d pref.	241,900	8	8	...
Delaware* guaranteed.	594,261	6	6	...
Detroit & Milwaukee* preferred and guaranteed.	1,500,000	6	...	...
Dubuque and Sioux City* preferred and guaranteed.	1,988,170	7	7	97
Dubuque Southwestern, pref.	330,308	8	8	...
Eastern (N. H.)* guaranteed.	492,500	8	8	...
Elmira, Jefferson and Canadadigua* guaranteed.	600,000	5	5	...
Elmira and Williamsport* guar.	600,000	5	5	...
Elmira and Williamsport* preferred and guaranteed.	500,000	7	7	88
Erie, preferred.	8,536,910	7	7	68
Evansville and Crawfordville pref.	100,000	...	...	...
Hannibal and St. Joseph, pref.	5,078,224	7	7	75
Harrisburg and Lancaster* guar.	1,182,550	7	7	...
Huntingdon, preferred.	1,180,000	8	104	...
Huntingdon & Broad Top Mountain, preferred.	190,750	7	34	25
Joliet and Chicago* guar.	1,500,000	7	7	...
Joliet and Northern Indiana* guar.	300,000	8	...	...
Lackawanna and Bloomsburg, pref.	500,000	7	...	...
Leeds and Farmington* guar.	...	5	...	...
Little Schuylkill* guar.	2,646,100	7	7	...
Louisville, Cincinnati and Lexington preferred.	848,700	9	9	87
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	...
" " 2d pref.	4,051,744	6	...	...
Manchester and Lawrence* guar.	1,000,000	9	...	...
Michigan Southern, guaranteed.	586,800	10	10	...
Mill Creek and Mine Hill* guar.	323,375	10	10	...
Millwaukee and St. Paul, preferred.	9,744,268	7	7	78
Mine Hill and Schuylkill Haven* guaranteed.	3,775,000	8	8	...
Mount Carbon & Ft. Carbon* guar.	282,250	12	12	...
New Haven and Northampton* guar.	1,344,000	2	...	...
New York and Harlem, pref.	1,500,000	8	135	...
Niagara Bridge and Canadadigua* guar.	1,000,000	6	6	...
North Eastern (S. C.) preferred.	155,000	8	8	...
Odessa and Gt. Champlain, pref.	1,037,000	8	8	...
Ohio and Mississippi, pref.	3,500,000	7	7	106
Paterson and Hudson, guar.	630,000	8	8	...
Paterson and Ramapo* guar.	248,000	5	...	...
Peoria and Bureau Valley* guar.	1,200,000	6	...	...
Philadelphia and Erie* guar.	6,996,700	...	...	...
Philadelphia and Reading, pref.	1,551,800	10	...	...
Philadelphia and Trenton* guar.	1,092,720	10	...	...
Pittsfield and North Adams* guar.	450,000	6	6	...
Port & Kennebec (Yarmouth) guar.	201,400	6	6	...
Portland, Sag & Portsmouth* guar.	1,500,000	6	6	...
Portsmouth and Concord* guar.	850,900	7	7	...
Richmond, Fredericksb. & Potomac, guaranteed.	142,900	7	7	...
Rochester and Genesee Valley* guar.	557,500	7	7	...
Rutland, preferred.	...	7	7	74
St. Louis, Alton and T. H., pref.	2,040,000	7	7	...
Sandusky and Cincinnati, pref.	445,566	6	6	61
Schuylkill Valley* guar.	776,000	5	5	36
Shamokin Valley & Pottsville* guar.	869,450	5	5	...
Tch. Peoria & Warsaw (W. D.) pref.	1,300,000	7	7	...
" " (E. D.) pref.	1,700,000	7	7	...
Toledo, Wabash and Western, pref.	1,000,000	7	7	84
Troy and Greenbush* guar.	274,000	7	7	...
Vermont and Canada* guar.	2,500,000	8	8	...
Warren* guar.	1,408,300	7	7	...
White Mountains* guar.	200,000	5	5	...
Wrightsville, York & Gettysburg* pref.	317,050	2	...	...
CANAL STOCKS:				
Delaware Division* guar.	1,633,350	8	8	...
Morris, preferred.	1,175,000	10	122	...
Schuylkill Navigation, pref.	2,858,997	6	81	...
Union, preferred.	...	6	2	...
MISCELLANEOUS STOCKS:				
Cumberland Coal, pref.	...	6	...	...
Mariposa Mining, pref.	6,774,400	7	11	...

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, \$7 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1.....per ton 34 @ 40 —
 Pig, American, No. 1.....@ 38 —
 Pig, American, No. 2.....@ 36 —
 Pig, American, No. 3.....@ 34 —
 Bar, Refined, English and American.....@ 80 —
 Bar, Swedes, assorted sizes.....(gold) 85 @ 100 —

Bar, Swedes, ordinary sizes.....107 50 @ 120 —
 Bar, Refined.....85 @ — —
 Bar, Common.....90 @ — —
 Scroll.....102 50 @ 132 50
 Oval and Half-round.....102 50 @ 122 50
 Band.....@ 97 50
 Horse Shoe.....100 @ 105 —
 Rods, 1½ to 1½ inch.....90 @ 125 —
 Hoop.....107 50 @ 160 —
 Nail Rod.....62 @ — —
 Sheet, Russia, as to No.'s.....(gold) 17 @ 18 —
 Sheet, Single D. and T. Common.....41 @ 51 —
 Rails, English.....per ton 87 @ 59 —
 Rails, American, at Works in Penna. e'y. 70 @ 71 —
 Anvils, (Bagle).....per lb. currency 8 @ — —

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val. (Store prices.)
 English, Cast, (2d and 1st quality).....per lb. 15 @ 18 —
 English Spring (2d and 1st quality).....7 @ 10 —
 English Billet (2d and 1st quality).....10 @ 17 —
 English Machinery.....11 @ 13 —
 English German (2d and 1st quality).....10 @ 12 —
 American Billet "Black Diamond".....@ 12 —
 American, Cast, Tool, do.....15 @ 16 —
 American, Spring, do.....9 @ 11 —
 American Machinery do.....9 @ 10 —
 American German do.....9 @ 11 —

NAILS—DUTY: Cut, 14; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb. (Cash.)
 Cut, 10d. @ 60d.....per 100 lb. @ 4 05
 Cut Spikes, all sizes.....@ 4 90
 Clinch.....6 15 @ 6 65
 Horse Shoe, Forged (No. 10 to 5).....per lb. 19 @ 33
 Copper.....@ 39

TIN—DUTY: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terno Plates, 25 per cent. ad val.
 Banca.....(gold) per lb. 41 @ 41 ½
 Straits.....(gold) 36 @ 36 ½
 English.....(gold) 35 @ 35 ½
 Plates—Fair to good brands.....Gold.....Currency.....
 I. C. Charcoal.....per box 8 75 @ 9 10 25 @ 10 75
 I. C. Coke.....7 50 @ 8 50 9 @ 10 —
 Coke Terme.....6 37½ @ 7 50 7 25 @ 9 —
 Charcoal Terme.....7 75 @ 8 25 9 50 @ 10 —

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.
 Crude, 40 @ 48 gravity (in bulk).....per gall. 13 @ 13 ½
 Crude, 40 @ 47 gravity (in shipping order).....@ 17 —
 Refined, Standard White (in ship'g order).....@ 23 —
 Refined, prime White (in shipping order).....@ 23 —
 Refined, S. W. (in jobbing lots).....@ 24 —
 Refined, S. W. (in tin).....@ 28 @ 29 —
 Naptha, Refined, (65 @ 73 gravity).....104 @ 104 ½
 Residuum.....per bbl. 4 @ 6 —

GLASS—DUTY: Cylinder or Window Polished Plate, not over 16 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 14; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.
 (Single Thick.)
 Sizes.
 6 by 8 to 7 by 9.....\$ 75 \$ 70 \$ 65 \$ 60
 8 by 10 to 10 by 15.....8 25 7 50 7 00 6 50
 11 by 14 to 12 by 18.....9 75 9 00 8 00 7 50
 14 by 16 to 16 by 24.....10 50 9 50 8 50 7 50
 18 by 22 to 18 by 30.....12 25 11 25 10 00 8 00
 20 by 30 to 24 by 30.....15 00 13 75 11 50 9 00
 24 by 31 to 24 by 36.....16 50 15 00 12 50 10 00
 25 by 36 to 30 by 44.....17 50 16 00 14 50 12 50
 30 by 46 to 32 by 48.....20 00 18 00 15 50 13 50
 32 by 50 to 32 by 56.....22 00 20 00 17 00 14 50
 Above.....25 00 23 00 20 00 16 50

(T'c above subject to a discount of 55@60 per cent.)
 French Window—1st, 2d, 3d and 4th qualities.
 (Single Thick.) (New List, Aug. 20th.)
 6 by 8 to 8 by 10.....(4 qts.) per 50 feet 10 @ 7 75
 8 by 11 to 10 by 15.....(4 qts.) 10 50 @ 8 —
 11 by 14 to 12 by 18.....(4 qts.) 12 @ 9 25
 14 by 16 to 16 by 24.....(4 qts.) 12 50 @ 9 75
 18 by 22 to 18 by 30.....(4 qts.) 15 @ 10 50
 20 by 28 to 24 by 30.....(4 qts.) 18 50 @ 12 —
 26 by 29 to 24 by 36.....(4 qts.) 19 50 @ 12 50
 26 by 34 to 26 by 40.....(3 qts.) 21 50 @ 16 —
 28 by 38 to 28 by 44.....(3 qts.) 22 @ 16 50
 28 by 46 to 30 by 48.....(3 qts.) 23 @ 17 —
 30 by 50 to 32 by 52.....(3 qts.) 24 50 @ 18 —
 32 by 54 to 34 by 56.....(3 qts.) 26 50 @ 19 50
 34 by 58 to 34 by 60.....(3 qts.) 30 @ 22 —
 36 by 60 to 40 by 60.....(3 qts.) 36 @ 28 —

(Subject to a discount of 54@55 per cent.) English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 8.

	Th.2	F.3.	Sat.4.	M.6.	Tu.7.	W.8.
Canton Co.....		72½				71½
Central Pacific 6s.....	102	102½	101½	102½		103
Central of N. Jersey.....	106½	106½	106½	106½		107½
Chicago & Alton.....	113½	114				114
.. pref.....						
.. 1 M.....						
.. S. F.....						
.. Inc. bds.....						
Chicago, Burl. & Q.....						128
.. 8s, 1883.....	112					
Chic. & Northwestern.....	60½	60½	60½	60½		61½
.. pref.....		89	89	89		90
.. 1st M.....		88	89	89		96
.. S. F.....						
.. Consol.....						
Chic., Rock Isl. & Pa.....	100	102½	102	101½		103
Chl., R. I. & Pa. 7s, 1896.....	100	100	100	100		101
Clev., Col. C. and Ind.....	82½		83½	85		85½
Clev. and Pittsburg.....		126	124	124		125
.. 2 M.....						
.. 3 M.....						
.. 4 M.....		84				
Clev. and Toledo.....						
.. S. F. 7s.....						
Col., Chl., & Ind. C.....	17½	18	17½	18		18½
.. 1 M.....		86		86		
.. 2 M.....			70			
Del. & Hudson Canal.....	118					
Del. Lack. & Western.....	105½		106			
.. 1 M. 7s.....						
.. 2 M 7s.....						
Dubuque & Sioux City.....						
Erie Railway.....	28½		29	29½		29½
.. pref.....		61	62			65
.. 1 M. 7s, 1897.....						
.. 2 M. 7s, 1879.....						
.. 3 M. 7s, 1883.....						
.. 4 M. 7s, 1880.....						
.. 5 M. 7s, 1888.....						
Great Western 2d mort.....		83	84	84		
Hannibal & St. Joseph.....	64½	67	68			65
.. pref.....		77	73			75
.. 8s, conv. 97.....			98			99
Hudson River.....						
.. 2 M. S. F.....						
.. 3 M 7s, 1875.....						
Illinois Central.....						
.. bonds.....						
Lake Shore & Mich. Sth. 100.....	100½	101	101	85½		87
Lake Shore Div. bonds.....						
Marietta & Cin. 1st pref.....						
.. 2d pref.....						
Michigan Central.....	117½			118		
.. S. F. 5s, 1882.....						
M. S. and N. I. 1 M. S. F.....	98x					100
.. 2 M.....						94½
Mariposa Mining Co.....		1½				
.. pref.....						
.. 10s cts.....						
Milw. and St. Paul.....	57		57½	57		57½
.. pref.....		77½	77½	77½		78½
.. 1st mort.....						94
.. 2d mort.....						
.. 8s.....						105½
.. 7-10s con.....						
Missouri 6s.....				94½		
.. H. & St. J. 1st 92.....						92½
Morris and Essex.....	94½	94				94½
.. 1st mort.....			100½			
.. 2d mort.....						
New York Central.....						
.. 7s, S. F. 1876.....						
.. 6s, S. F. 1883.....		91x		90		90
.. 6s, S. F. 1887.....						
N. Y. Cen. & Had. Riv. 90.....	90½	90½	90½	90½		91½
.. certificates.....	85½	85½	85½	85½		86½
N. York and Harlem.....	122		124			124
.. pref.....						
.. 1 M. 7s, 1875.....						100
N. Carolina 6s, old.....		37½				37
.. new.....	20	19				
Ohio and Miss.....	38	38½		38½		39½
.. pref.....						
.. 1st M.....						
Pacific Mail S. S. Co.....	48½	47	46½	45½		47
Panama.....						
Phila. and Reading.....	108½	108½	108½	108½		109½
Pitta., Ft. W. & C. Hl. gtd. 97½			97½	96		96½
.. 2 M.....		105½				
.. 3 M.....						
Quicksilver Mining Co.....				17½		18
St. L., Alton & T. H.....						
.. pref.....						
.. 1 M.....						
.. 2 M. pref.....	85					86
.. Income bds.....		74½				
Tennessee 6s, old.....	66	66½	66½	66½		66
.. acw.....	66	65½				66
Tol., Wab. & Western.....		60½	60½	60½		62½
.. pref.....						
.. 1 M.....						92
.. 2 M.....						
.. Equipment.....						80
.. St. Lou. Div.....		87	87½			
Union Pacific.....	24	24½	24	24		25½
.. 1st mort.....	88	89	88½	87½		83½
.. L. Gt. 7s.....		76½	76½	77		78
.. Inc. 10s.....	77	78		77		78½
Virginia 6s, old.....		60½	60			
.. new.....						
.. consol.....	60½	61		64½		64½

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 8.

Th.2. F.3. Sat.4. M.6. Tu.7. W.8

FEDERAL STOCKS:—						
U. S. 5s, 1874, reg.	109	109	109	109	109	109
U. S. 5s, 1874, coup.	109	109	109	109	109	109
U. S. 5s, 10-40s, coup.	109	109	109	109	109	109
U. S. 5s, 10-40s, reg.	109	109	109	109	109	109
U. S. 5s, 1881, reg.	115	115	115	115	115	115
U. S. 5s, 1881, coup.	117	117	117	117	117	117
U. S. 5s, 181, O.W.L.	111	111	111	111	111	111
U. S. 5s, 5-20s, reg.	111	111	111	111	111	111
U. S. 5s, 5-20s, c. 1862-111	111	111	111	111	111	111
U. S. 5s, 5-20s, reg.	111	111	111	111	111	111
U. S. 5s, 5-20s, c. 1864-111	111	111	111	111	111	111
U. S. 5s, 5-20s, reg.	111	111	111	111	111	111
U. S. 5s, 5-20s, c. 1865-111	112	112	112	112	112	112
U. S. 5s, 5-20s, r. n. 68	113	113	113	113	113	113
U. S. 5s, 5-20s, c. n. 68-114	113	113	113	113	113	113
U. S. 5s, 5-20s, reg.	114	114	114	114	114	114
U. S. 5s, 5-20s, c. 1867-114	114	114	114	114	114	114
U. S. 5s, 5-20s, reg.	114	114	114	114	114	114
U. S. 5s, 5-20s, c. 68-114	114	114	114	114	114	114
U. S. 5s, 5-20s, c. 68-114	114	114	114	114	114	114
U. S. 5s, Pac.R.R. issue	111	111	111	111	111	111

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Nov. 7.

W.1. Th.2. F.3. Sat.4. M.6. Tu.7

Catawissa						
preferred	45	45	45	45	45	45
Camden and Amboy	129	127	130	129	129	129
6s, 1875	95	95	95	95	95	95
6s, 1883	95	95	95	95	95	95
6s, 1889	95	95	95	95	95	95
mort. 6s, '89 93	93	93	94	94	93	93
Elmira & Williamsport	93	93	93	93	93	93
pref.	93	93	93	93	93	93
Lehigh Navigation	34	34	34	34	34	34
6s, 1884	83	83	84	83	83	83
Gold L.	90	90	90	90	90	90
R. R. L.	90	90	90	90	90	90
Conv. L.	90	90	90	90	90	90
Lehigh Valley R.R.	59	59	59	59	59	59
6s new coup.	59	59	59	59	59	59
6s new reg.	59	59	59	59	59	59
Little Schuylkill R.R.	44	44	44	44	44	44
7s	44	44	44	44	44	44
Minehill	52	52	52	52	52	52
Morris Canal	52	52	52	52	52	52
pref.	52	52	52	52	52	52
1st mort.	52	52	52	52	52	52
North Pennsylvania	47	47	47	47	47	47
6s, 1880	47	47	47	47	47	47
7s	47	47	47	47	47	47
10s, 1887	47	47	47	47	47	47
Northern Central	39	39	39	39	39	39
Oil Creek & Alleg. Riv.	47	47	47	47	47	47
7s	47	47	47	47	47	47
Pennsylvania R.R.	60	57	57	58	58	58
1st M.	57	57	57	57	57	57
2d M.	57	57	57	57	57	57
Gen. mort.	57	57	57	57	57	57
reg.	57	57	57	57	57	57
Penn. State, 6s, 1st series	104	104	104	104	104	104
6s, 2d series	104	104	104	104	104	104
6s, 3d series	107	107	107	107	107	107
6s, W. L.	107	107	107	107	107	107
Philadelphia City, 6s	97	97	97	97	97	97
new	97	97	97	97	97	97
Philad. Germ. & Nor.	97	97	97	97	97	97
Phila. & Reading	54	54	54	54	54	54
Philadelphia and Erie	24	24	24	24	24	24
6s	86	86	86	86	86	86
7s	86	86	86	86	86	86
Schuylkill Navigation	16	16	16	16	16	16
pref.	16	16	16	16	16	16
6s, 1882	77	77	77	77	77	77
6s, 1876	77	77	77	77	77	77
6s, 1872	77	77	77	77	77	77
Hestonville, (Horse)	20	21	21	20	20	20
Chestnut & Wal.	20	20	20	20	20	20
Green & Coates	20	20	20	20	20	20
2d and 3d streets	20	20	20	20	20	20
Spruce and Pine	20	20	20	20	20	20
13th and 15th sts.	23	23	23	23	23	23

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Nov. 7.

W.1. Th.2. F.3. Sat.4. M.6. Tu.7

Baltimore City 6s, 1875						
1886	96	96	96	96	96	96
1890	96	96	96	96	96	96
1884	96	96	96	96	96	96
1900	96	96	96	96	96	96
Balt and Ohio	139	139	138	138	138	138
bonds, 1875	139	139	138	138	138	138
1880	139	139	138	138	138	138
1885	139	139	138	138	138	138
Marietta & Cin. 1st M.	96	96	96	96	96	96
2d M.	82	82	82	82	82	82
3d M. 8s	79	79	79	79	79	79
Northern Central	40	40	39	39	39	39
bonds, 1885	40	40	39	39	39	39
1900	40	40	39	39	39	39
Pittab. & Connellsv. 7s	92	92	92	92	92	92
N. W. Va. 1st mort.	92	92	92	92	92	92
2d mort.	92	92	92	92	92	92
3d mort.	92	92	92	92	92	92
Virginia 6s, Consol.	60	60	61	61	61	61
Defer. Certif.	24	24	24	24	24	24
City Passenger R.R.	24	24	24	24	24	24

Boston Stock Exchange.

Actual Sale Prices for the week ending Nov. 8.

Th.2. F.3. Sat.4. M.6. Tu.7. W.8

Boston and Albany	147	146	146	146	146	146
Boston and Lowell	137	137	137	137	137	137
Boston and Maine	143	143	143	143	143	143
Boston and Providence	144	144	144	144	144	144
Boston, Hartford & Erie	24	24	24	24	24	24
7s, new	24	24	24	24	24	24
Cheshire, pref.	79	79	79	79	79	79
Concord	79	79	79	79	79	79
Connecticut River	79	79	79	79	79	79
Eastern	107	107	107	107	107	107
Fitchburg	107	107	107	107	107	107
Manchester & Lowell	107	107	107	107	107	107
Michigan Central	117	117	117	117	117	117
Northern, N. H.	112	112	112	112	112	112
Ogdens & Lake Cham.	86	86	86	86	86	86
pref.	86	86	86	86	86	86
Old Colony & Newport	103	103	103	103	103	103
Ph. Wil. & Baltimore	54	54	54	54	54	54
Port'd, Saco & Ports	130	130	130	130	130	130
Union Pacific	23	23	23	23	23	23
6s	85	85	85	85	85	85
Land Grant 7s	74	74	74	74	74	74
Income 10s	75	75	75	75	75	75
Vermont & Canada	101	101	101	101	101	101
Vermont & Mass.	101	101	101	101	101	101
South Boston (Horse)	101	101	101	101	101	101
Cambridge	101	101	101	101	101	101
Metropolitan	82	82	82	82	82	82
Middlesex	82	82	82	82	82	82
Central Mining Co.	9	9	9	9	9	9
Copper Falls	9	9	9	9	9	9
Franklin	9	9	9	9	9	9
National	9	9	9	9	9	9
Pewabic	3	3	3	3	3	3
Quincy	3	3	3	3	3	3

London Stock Exchange.

—Closing Prices—
Oct. 27. Oct. 20.

Atl. & Gt. West. N. Y. sec. 7 per ct	85	90	85	90
1st mort., 1880	85	90	85	90
Do. do., 2d mort., 1881	85	90	85	90
Do. Penn., 1st mort., 1877	85	90	85	90
Do. do., 2d mort., 1882	85	90	85	90
Do. Consol. 7 per cent. mort. 1890	36	36	36	37
Detroit and Milwaukee 1st mort. 7s	—	—	69	72
Do. 2d mort. 8 p. c.	—	—	72	74
Erie shares 100 dol. all paid	23	24	22	23
Do. sterlg. 6 p. c. convertible bonds	68	72	—	—
Illinois Central, 6 per cent., 1875	—	—	—	—
Do. Redemption mort. bonds 6 p. c. 101	103	101	103	103
Do. 100 dol. shares, all paid	107	108	107	108
Panama General mort. 7s, 1897	80	85	78	82
Penn. R. R. bonds, 2d mort. 6 per ct.	97	99	97	99
Do. General mort. 6 p. c. 1910	95	96	95	96
Do. 450 shares	49	56	49	50
Philadelphia and Erie 1st mort. 1881	94	96	94	96
Do. with option to be paid in Phila.	94	96	94	96

American Railroad Journal.

Saturday, November 11, 1871.

Stock Exchange and Money Market.

Business in all lines has been seriously interrupted by the political excitement. Tuesday of the present week, Election Day, was generally observed by a suspension of financial and commercial operations. Money has been offered on call quite freely since our last, within the range of 5@7 per cent. The demand from speculative sources has been less urgent, due, in part, to restricted movements in Gold and Stocks. The Government houses had their wants provided for with even more than the usual promptness at minimum rates. At the close, the tendency was toward increased ease. The mercantile inquiry was also less active, and the best grades of commercial paper were in more favor with lenders, within the range of from 9@12 per cent. per annum. The city banks, in their last weekly statement, indicated an encouraging gain in their reserves of both specie and legal tender notes. The Government office reduced its coin and currency balances materially, thus indirectly helping to strengthen the position of the banking interest. The city banks, in their latest return, show an increase of \$1,901,700 of legal tender notes, \$2,280,800 of specie, and of \$4,085,200 of deposits; also an addition of \$512,300 to their

loan and discount averages, and a reduction of \$207,800 in their item of circulation. The city bank exchanges, last week, averaged \$100,135,237; and thus far, this week, 99½ millions daily. The banks now hold \$5,142,000 of specie and legal tender notes, more than the 25 per cent. of their liabilities required by the national banking act.

The specie reserve of the city banks according to the latest return is \$12,982,900, against \$14,899,646 same time last year. The city bank deposits are now \$207,427,400 against \$194,769,716 week ending Nov. 5, 1870. The legal tender reserve amounts to \$51,572,200 against \$53,999,251 same time last year. The circulation now stands at \$30,225,000, against \$194,769,716 same time last year. The loans are now \$281,970,900, against \$263,293,906 at this date last year.

The U. S. Sub-Treasury reduced its currency balance \$2,642,288 and its coin reserve \$3,183,661, as the result of the week's business. The receipts of the office were \$4,754,798 in coin, and \$3,517,220 in currency; payments, \$7,908,496 in coin, and \$6,455,440 in currency. The office received \$2,587,649 in coin or its equivalent, from customs; and disbursed \$1,846,314 of coin interest.

The U. S. Sub-Treasurer retired, last week, \$2,365,000 of coin certificates, received for customs.

The Treasury Department holds in trust as security for national bank circulation, United States bonds for \$339,398,350; and as security for deposits of public money, United States bonds for \$15,274,900. The aggregate of the outstanding circulation of the National Banks of the country is \$324,722,827.

Government revenues have been on a moderate scale since our last. The excises yielded last week about two millions, and thus far since July 1, about 47 millions. The customs at the port of New York, last week were \$2,587,649; and at the outports, equal to about \$870,000 more, all in coin, or coin certificates.

Government disbursements in October, on warrants, were \$12,172,148, as follows: War, \$3,178,255; Navy, \$1,400,089; Interior—Pensions and Indians, \$1,770,378; Civil and miscellaneous, \$5,823,426.

The receipts from customs at San Francisco, since Jan. 1, have been \$6,078,500, against \$6,754,851 same time in 1870.

Under the Treasury programme for November Government proposes to sell Gold as follows: Thursday, Nov. 9—Two Millions. Thursday, Nov. 16—One Million. Wednesday, Nov. 22—Two Millions. Wednesday, Nov. 29—One Million. And to buy in Five-Twentys as follows: Wednesday, Nov. 15—One Million. Tuesday, Nov. 21—One Million. Tuesday, Nov. 28—One Million.

There has been a less active movement in the Gold line, with a less confident speculative demand, and a less urgent customs and export call. The supply of Gold available for immediate delivery has been kept comparatively easy by the free disbursements of the Government office, on the November coin interest. The range of the price during the week, has been from 111¼@112¼, and the closing quotation on Wednesday was 111¼ against 112¼ the preceding Wednesday. The specie outflow, last week, was \$488,160; on Tuesday of this week, \$11,000; and on Wednesday \$——. The Gold Exchange Bank clearances have been as follows: Nov. 2, \$79,711,000;

Nov. 3, \$16,985,000; Nov. 4, \$41,010,000; Nov. 6, \$32,808,000; Nov. 8, \$51,157,000.

Government disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt from Jan. 1, to Nov. 4th, 1871, \$72,727,052, against \$75,427,257 same time in 1870.

The export drain of specie was \$488,161 last week, against \$3,156,924, same week preceding year. The shipments since January 1, 1871, have been \$60,139,044, against \$54,866,403 same time in 1870.

The specie exports by steam and rail from San Francisco, from Jan. 1, to Oct. 25, were \$13,776,882, and through the Post Office \$10,991,000.

The customs demand for Gold last week, averaged \$431,275 a day; thus far, this week, it has averaged \$488,000 a day, or equal to a weekly aggregate of \$2,928,000. The arrivals of specie from Europe, Havana and other foreign ports last week were \$13,663, and since Jan. 1, 1871, \$8,402,517 against \$11,108,319 same time in 1870. The total customs revenue of the Government, in coin, at this port, since January 1, 1871, has been \$136,935,617 against \$124,320,770 same time in 1870.

Foreign exchange has been comparatively quiet, but fairly steady as to rates. Bankers' sixty day bills on London closed on Wednesday at 108½@108¾; sight bills on London, 109½@109¾.

The produce exports from this port, week ending with Nov. 7, were to the currency value of \$5,564,262.

Government securities have been in active request at much firmer rates, particularly the 1867 Five-Twenties, which were quite scarce for immediate delivery and exceptionally buoyant as to price. The later dealers showed rather less firmness.

On Wednesday, Government bought in one millions of Five-Twenties at 111 24@111 59 nett. The amount of bonds offered was \$2,015,050 at from 111 24@111 74.

U. S. sixes of 1881 closed here on Wednesday of the current week at 116¾@117; U. S. Five-Twenties of 1862, 111¾@111½; U. S. Five-Twenties of 1864 at 111¼@111½; U. S. Five-Twenties of 1865, 111¾@112; U. S. Five-Twenties of 1865 consolidated, 113¾@113¾; U. S. Five-Twenties of 1867, 114@114½; U. S. Five-Twenties of 1868, 114@114½; U. S. Ten-forties at 109¼@109½; U. S. Six per cent. currency bonds, 111½@112.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Oct. 25.	Oct. 31.	Nov. 8.
Consols	93	93	92¾@93
U. S. 5-20's of 1862 ..	90¾	91¾	91¾
U. S. 5-20's, 1865	90¾	91½	91½
" 1867	92¾	93½	93¾
" 10-40s	89¾	89½	89½
Erie	24	.....	24¾

The new Funding Five per cent. Loan was quoted in London on Wednesday at 2¼ per cent. discount.

State bonds have been in moderate demand at generally steady prices.

Railway bonds have been in very good request and the more popular of the old loans have been quite readily taken at firmer and rising prices. Central Pacific Sixes closed buoyantly at 103@103½, with very few bonds offering at even these

figures in the open market. The inquiry for this Loan from European buyers continues quite urgent, and the tendency of the price is decidedly upward. For the Chesapeake and Ohio Sixes, an improved investment call has been noted at the established price of 93 per cent. and accrued interest.

The earnings of the Central Pacific Road in October were \$1,005,475, or \$177,028 more than in October 1870; and for the ten months of 1871, \$7,958,827 or \$1,324,915 more than for the corresponding months of 1870.

Railway and miscellaneous share property has been less active but generally quoted strong as to price though closing steady.

General business has been on a restricted scale in most kinds of Produce. Breadstuffs and Provisions closed irregularly. Middling upland cotton closed on Wednesday at 18½ cts. per lb. The receipts at all the ports, since Sept. 1, have been 494,227 bales, against 584,038 bales same time in the preceding year; exports 189,217 bales, against 204,000 bales in the previous year; stock at the ports at latest dates, 263,100 bales, against 275,000 bales same date 1870.

At the Live Stock Markets, Beeves have been in moderate demand at from 7@12½ cts.; Veals at 5@11 cts.; Sheep at 5@6¾ cts.; Lambs at 7@8¼ cts.; Swine, inactive 4¾@5¼ cts per lb., all live weight. The week's receipts were 7,554 Beeves, 1,600 Veal Calves, 36,470 Sheep and Lambs; and 42,632 Swine.

Foreign goods have been in light demand as a rule, but prices have been quoted about steady. The week's imports of foreign goods reached \$6,926,198, including \$2,459,873 of dry goods.

Ocean freights have been less active, rates have been quoted much weaker toward the close.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—North Carolina 6s, special tax, 15½; do., Fund Act, 1868, 21¾; South Carolina 6s, new, Jan. and July, 35; do. Apl. and Oct., 34; Arkansas 6s, Fund Act, 55; N. Y. State 7s, B. L., reg., 108½; do. 6s, 1874, 107; Alabama 8s, 98½; Brooklyn 6s, W. L., 93¾; Long Dock bonds, 90¼; Toledo, Peoria and Warsaw 1st mort., W. D., 88; do., 2d mort., 74; Am. Dock and Imp. 7s, 95¾; Albany and Susq. 2d mort., 92½; Central of New Jersey new bonds, 102; Ohio and Miss. Consol., 93; Pacific 7s, guar. by Mo., 100¼; Cedar Falls and Minnesota 1st mort., 85; Gt. Western 1st mort., 1888, 90½; Dubuque and Sioux City 1st mort., 93; Lake Shore and Michigan Southern scrip, 77½; New York and New Haven R. R. scrip, 138½; Consol. Coal of Md., 42; Pennsylvania Coal, 217; Spring Mt. Coal, 68; Maryland Coal, 24½; Western Union Telegraph, 64½; Adams Exp., 68; Am. Mer. Union Exp., 60; U. S. Exp., 58¾; Quicksilver Mining pref., 24¾;

Philadelphia.—Connecting R. R. bonds, 89; Belvidere Delaware 3d mort., 82; Pennsylvania Canal 6s, 75; Penn. and New York 7s, 94½; West Jersey 7s, 102; Wilmington and Reading 7s, 94¾; Huntington and Broad Top Mt. 1st mort., 100; Schuylkill Nav. Boat Loan, 75; do., 6s, 1895, 80½; Philadelphia and Reading 6s, 1843-'80, 92; do., mort. 7s, 1893, 100½; Camden and Atlantic pref., 30; Philadelphia and Trenton R.

R., 128; Nesquehoning R. R., 56; Fulton Coal, 5¾; Big Mt. Coal, 6½. The latest quotations are: City 6s, 96@97; do. free of tax, 99¾@100; State 5s, coupon, 100@—; do. 6s, W. L., 100½@—; do. 1st series, 102@103; do. 2d series 104@104¾; do. 3d series, 107¾@108; Reading, 54½@54¾; do. 7s, 1893, 100½@—; do. mort. 6s, 1880, 91@92½; Camden and Amboy, 129¾@130; do. mort. 6s, 1889, 93½@94; do. 1883, 90@90½; do. 1889, 89½@90½; Pennsylvania R. R., 58½@58¾; do. 1st mort., 97¾@98¼; do. 2d mort., 97@97½; do. General mort. coupon, 90¾@90¾; do. reg., 90@91¼; Little Schuylkill R.R., 45@46; Morris Canal, 48@50; do. pref., 118@123; do. 6s, 87@—; Susquehanna Canal, 6@10; do. 6s, 61@—; Schuylkill Nav., 7½@9; do. pref., 15½@15½; do. 6s, 1882, 78@80; Elmira and Williamsport pref., 42@43; do. 7s, 1873, 93@94½; do. 5s, 61@—; Lehigh Coal and Navigation, 34¾@34¾; do. 6s, 1884, 83¾@84; do. R. R. Loan, 90@90½; do. Gold Loan, 90¾@91; North Pennsylvania, 47@—; do. 6s, 99@100¼; do., 7s, 97@97; do. Chattle 10s, 105@110; Philadelphia and Erie, 24¼@24¾; do. 6s, 85½@86½; Minehill, 52¼@52½; Catawissa, 14@16; do. pref., 45¾@46; Lehigh Valley, 59¾@59¾; do. 6s, new coupon, 96@97½; do. reg., 97½@98; do. 7s, 100@100¾; Fifth and Sixth streets, (horse,) 45@47; Second and Third, 62@69; Thirteenth and Fifteenth, 23@23½; Spruce and Pine, 30@32; Green and Coates, 46@—; Chestnut and Walnut, 52@53; Hestonville, 20¾@21; Union, 60@—; Germantown, 31@34.

Boston.—Eastern R. R. 6s, 1885, 95½; do. 1889, 96; Agricultural Br. 1st mort. 6s, 84; Framingham and Lowell 1st mort. 7s, 1891, 88¾; Vermont Central 1st mort., 84½; Vt. Central and Vt. and Canada 8s, 1877, 100; Old Colony and Newport 7s, 1877, 102; Missouri River, Ft. Scott and Gulf 10s, 2d mort., 1890, 91; Boston, Clinton and Fitchburg 7s, 1890, 85; Western R. R. 6s, 1875, 98¼; Ogdensburg and Lake Champlain 8s, 1879, 102; Philadelphia and Reading 7s, 100; Burlington and Missouri River 8s, 1894, 103; Stanstead, Shefford and Chambly 7s, 83; Rutland, R. R., 23½; do. pref., 73¼; do. 7s, new 83; Cincinnati, Sandusky and Cleveland R. R., 20; do. 7s, 1890, 81; Indianapolis, Cincinnati and Lafayette R. R., 77½; Eastern (N. H.) R. R., 101½; Norwich and Worcester R.R., 116; Boston Water Power, Co., 42½; Cary Imp., 11¾; Maine 6s, 1889, 100½; Massachusetts 5s, 1894, gold, 99¾; Chicago 7s, Sewerage, 95; St. Louis 6s, 1886, 86; Cook Co. Ills., 7s, 94¼; Boston 5s, 1882, gold, 99¾; do. 1884, 98¼; Charlestown 6s, 1891, 99½; Ridge Mining Co., 2.

Baltimore.—Orange, Alex. and Manassas bonds, 80; Northern Central 6s, gold, 1900, 92; Orange and Alexandria 4th mort., 8s, 81¼; Central Ohio R. R., 29; do., 1st mort., 84½; Virginia and Tennessee 2d mort., 77; Maryland Defense Loan, 104; Memphis City 6s, 55½. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 92½@92¾; Baltimore and Ohio, 138@140; do. 6s, 1875, 95@95; do., 1880, 93@95; do., 1885, 93@93; Northern Central, 39¾@39¾; do. 6s, 1885, 93@94; do., 1900, 85@86¼; do., 6s, 1900, gold, 92@92¼; N. W. Va. 1st mort., 97@—; do., 2d mort., 97½@—; do., 3d mort., 1885, 86@91; Marietta and Cincinnati 7s, 1892, 95¾@96¼; do., 2d mort., 82¾@83¾; do., 3d mort., 79@80; Con-

tral Ohio, 29@30; do., 1st mort., 84½@84½; Western Md, 1st mort. 6s, 1890, 80@—; guar. by Baltimore City, 90@96; do., 3d mort., guar., 90@90½; do., 2d mort. pref., 62@—; do., 6s, guar. by Washington Co., 82@83; Richmond and Danville bonds, 76½@78½; Orange and Alexandria 1st mort. 6s, 88@—; do., 2d mort. 6s, 81@81; do., 3d mort. 8s, 86@—; do., 4th mort. 8s, 80½@81½; Orange, Alex. and Manassas 7s, 80@81; Virginia and Tennessee 8s, 85@91; do., 6s, 1st mort., 90@95; do., 6s, 2d mort., 75@77½; Baltimore 6s, 1875, 95@95½; do., 1884, 97@97; do. 1886, 97@99; do., 1890, 95½@96¼; do., 1893, —@97½; do., 1900, 96@96¼; Memphis City 6s, 54¼@55½; Maryland 6s, 1890, 94@—; do. Defense Loan, 1883, 104@105; City Passenger R. R. 22½@—; George's Creek Coal, 76¼@83.

Increase of through freight over the Central Pacific Railroad.

We have just received from C. W. Smith, General Freight Agent of the Central Pacific Railroad Company, a statement of the quantities of through freight forwarded to the East over the road during the month of September, from San Francisco, San Jose, Stockton, Sacramento and Marysville. The freight business of the road was never so pressing as now. The weight of through freight shipped from California in September was the largest on record, amounting to 8,907,607 lbs, equal to 4,454 tons. The general capacity of a car is ten tons; from which it will be seen that 445 car loads of freight were sent to Eastern cities from California in September. Most of this quantity, of course, went from San Francisco—the amount shipped from there being 7,929,441 lbs, or 3,965 tons. The freight shipped from San Francisco in September embraced 200 car loads of Tea, 23 car loads of Coffee, 6 car loads of Silk, 6 car loads of Wine, 34 car loads of Wool, 6 car loads of Leather, 34 car loads of Hides and Skins, 8 car loads of Salmon, 1 car load of Hops and 74 car loads of unspecified merchandise. There were 2 car loads of Wine and 36 car loads of Fruit from San Jose, Sacramento, Stockton and Marysville, 3 car loads of Wool from Sacramento and 1 car load of Live Stock from San Jose. The following is a statement of pounds of through freight forwarded to the East over the road in September and for the first nine months of the year:

	September.	Nine Months.
Tea, lbs.....	4,002,581	9,672,455
Coffee.....	457,465	822,415
Cotton (foreign).....	.....	125,420
Silk.....	124,522	628,388
Wool.....	839,020	13,449,878
Hides.....	673,097	711,973
Leather.....	115,714	1,200,749
Wine.....	142,295	1,835,050
Hops.....	21,458	142,946
Quicksilver.....	.....	81,900
Lumber and Shingles.....	.....	720,863
Glue.....	.....	85,052
Fish.....	160,799	545,559
Oil.....	.....	42,187
Whalebone.....	.....	8,649
Straw Hats.....	.....	8,528
Arms.....	.....	14,970
Shubbery.....	.....	20,000
Spices.....	.....	27,450
Base Bullion.....	.....	93,334
Machinery.....	.....	40,000
Stock, (1 car load).....	20,000	260,000
Nuts.....	.....	13,470
Gum.....	.....	74,995
Fruit.....	728,819	1,446,245
Furs.....	.....	115,931
Unspecified.....	1,621,807	9,651,253
Totals.....	8,907,607	41,839,760

It will be noticed that the Tea and Coffee shipments for September were nearly as large as for the previous eight months. The monthly ship-

ments of through freight by the above route from San Francisco and the interior cities named since January 1st, have been as follows:

	San Francisco.	Interior.	Total.
January, lbs.....	1,359,040	162,948	1,521,988
February.....	1,393,125	170,023	1,563,248
March.....	2,450,897	293,349	2,744,246
April.....	4,425,755	487,316	4,913,071
May.....	6,508,970	844,471	7,353,441
June.....	5,260,973	440,736	5,701,709
July.....	3,420,427	555,361	3,975,788
August.....	4,502,937	655,725	5,158,662
September.....	7,929,441	978,166	8,907,607

Totals..... 37,251,564 4,588,195 41,839,760

The traffic for September was 1,600,000 lbs larger than any previous month this year. There has been a steady gain since June. The month of October will probably present as good a showing as the previous month, since large quantities of Tea and Coffee are known to have passed over the road, including the cargo of the Hammonia from Shanghai.

A meeting of the stockholders of the Atlantic and Great Western Railroad Company of Pennsylvania was held in Philadelphia on the 4th inst., to take action on the agreement for the consolidation of that company with the Atlantic and Great Western Railroad Company of New York. Stockholders representing the entire stock of the Pennsylvania Company were present, and voted in favor of adopting the joint agreement with the New York company owning the part of the line in that State.

The Columbus, McArthur and Gallipolis Railroad company has been organized to construct a railroad from Gallipolis, in Meigs county, on the Ohio river, via McArthur, Vinton county, to Logan, Hocking county, where it is intended to connect with the Columbus and Hocking Valley Railway—thus giving the Capital City direct railroad connection with the inexhaustible rich coal, iron and salt veins of the extreme southern portion of Ohio.

The Jacksonville, Pensacola and Mobile railroad, which is finished and in running order from Jacksonville to Quincy, Fla., a distance of 185 miles, with a branch to St. Marks, a distance of 22 miles, has been conveyed by the stockholders, by a deed of trust, to Francis H. Flagg, D. G. Ambler, and Converse L. Chase. This road received aid from the State of Florida to the amount of \$4,000,000.

A narrow gauge railroad has been opened to traffic between Toronto and Orangeville, in Ontario, Canada, and is doing a successful business in the transportation of freight and passengers. The gauge, three feet and a half, is found no obstacle to its efficiency for carrying freight, while the accommodations for passengers are described as entirely comfortable and satisfactory.

The Bangor Whig learns that on and after the 13th of November a train will be run from that city to St. John, N. B., over the European and North American Railway, in the night, starting on the arrival of the Maine Central mail train from the West. The way or local mail will be carried on the night trains, while the through mails will be taken on both night and day trains.

The earnings of the Toledo, Wabash and Western Railway in October, 1871, were \$600,205, against \$451,293 in October, 1870—an increase of \$148,912.

OFFICE OF FISK & HATCH, BANKERS AND FINANCIAL AGENTS OF THE

CHESAPEAKE AND OHIO RAILROAD COMPANY,

No. 5 NASSAU ST., NEW YORK.

Within a year the CHESAPEAKE AND OHIO RAILROAD will be in operation as a through line from the Atlantic to the Ohio, crossing the great iron beds of Virginia and the remarkable coal deposits of the Kanawha Valley. After its Western connections are completed, it will form a favorable and popular through route between the coast cities and Cincinnati, Louisville, Nashville, Memphis, New Orleans, St. Louis, Chicago and San Francisco.

We are now selling the last of the FIFTEEN MILLION GOLD LOAN, secured by mortgage on the whole railroad property. These bonds combine perfect safety with a fair income, and a prospective advantage in their future market value. Holders of Five-twenties, or other high-priced securities, can exchange for these bonds, and realize a handsome increase in the amount of their invested principal and their annual income, without impairing the security of their investment.

The CHESAPEAKE AND OHIO BONDS are issued in \$100, \$500, \$1,000, either coupon or registered; interest six per cent. gold, payable May and November. Price, for the present, 93 and accrued interest from Nov. 1. We recommend them to our friends and customers with the same confidence with which we have always recommended the UNITED STATES GOVERNMENT and the CENTRAL PACIFIC BONDS.

We continue to buy and sell CENTRAL PACIFIC BONDS, and fully expect they will, in time, reach the price of Five-twenty Bonds. They are dealt in at all the principal money centres of the world. The Company have none left, and can issue no more on their main line, as the amount was fixed by act of Congress at \$25,885,000. The property pledged to secure the bondholders is worth fully \$100,000; the net receipts of the road for the year will be nearly three times the interest payments thereon.

We buy and sell FIVE TWENTIES, TEN-FORTIES, EIGHTY-ONES and CENTRAL OF WESTERN PACIFIC, or receive them in payment for CHESAPEAKE AND OHIO BONDS at their current market price.

Deposit account of banks, bankers and others received, on which we allow four per cent. interest. Checks payable on presentation, without notice, the same as at a national bank.

FISK & HATCH.

HARVEY FISK.

A. S. HATCH.

Work on the Portland and Ogdensburg extension from North Conway to Sawyer's Rock, fifteen miles below the Crawford Notch, has now commenced and will be pushed all winter. This portion of the route follows the Saco at intervals through Upper Bartlett; its accomplishment will be an earnest of the determination of the railroad company to push forward the gigantic undertaking of placing the rails along the steep sides of the great mountains in the Notch itself, which is the next step in forming a junction with this line through Vermont to the St. Lawrence at Ogdensburg.

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of October, were:

ENTERED FOR CONSUMPTION.	
	1870. 1871.
Manufactures of wool....	\$2,489,830 \$1,642,304
" cotton...	1,860,288 1,064,955
" silk.....	2,060,820 1,762,812
" flax.....	1,023,876 918,372
Miscellaneous dry goods..	612,811 750,018
Total entered for consump.	\$7,547,625 \$6,138,461

WITHDRAWN FROM WAREHOUSE.

	1870. 1871.
Manufactures of wool....	\$722,886 \$841,400
" cotton...	213,604 204,974
" silk.....	440,812 439,098
" flax.....	337,879 259,795
Miscellaneous dry goods..	83,320 109,468
Total withdrawn from warehouse.....	\$1,797,501 \$1,854,735
Add entered for consump.	7,547,625 6,138,461

Tot. thrown on the market.. \$9,345,126 \$7,993,196

ENTERED FOR WAREHOUSING.

	1870. 1871.
Manufactures of wool....	\$776,340 \$1,043,579
" cotton...	195,144 328,478
" silk.....	386,689 495,814
" flax.....	375,159 518,026
Miscellaneous dry goods..	84,601 87,617
Total entered for wareh'g..	\$1,817,933 \$2,473,514
Add entered for consump.	7,547,625 9,138,461

Total entered at the port.. \$9,365,558 \$8,611,975

The imports of foreign dry goods at New York for ten months from January 1, were:

ENTERED FOR CONSUMPTION.

	1870. 1871.
Manufactures of wool....	\$18,543,770 \$25,158,585
" cotton...	13,594,776 17,829,748
" silk.....	19,653,251 25,646,965
" flax....	8,939,260 10,643,004
Miscellaneous dry goods	7,792,214 9,057,000
Total entered for cons'p.	\$68,523,271 \$88,335,302

WITHDRAWN FROM WAREHOUSE.

	1870. 1871.
Manufactures of wool....	\$10,391,717 \$11,126,303
" cotton...	4,688,118 4,615,929
" silk.....	4,770,188 6,555,835
" flax....	4,972,754 4,494,384
Miscellaneous dry goods.	1,173,965 1,296,862
Total withdrawn from warehouse.....	\$25,996,742 \$28,089,313
Add entered for consump.	68,523,271 88,335,302

Total thrown on the market..... \$94,520,013 \$116,424,615

ENTERED FOR WAREHOUSING.

	1870. 1871.
Manufactures of wool....	\$9,681,730 \$12,082,016
" cotton...	4,355,241 5,163,856
" silk.....	4,795,097 7,256,047
" flax....	4,066,911 4,071,540
Miscellaneous dry goods.	1,184,800 1,574,918
Total entered warehouse.	\$24,083,779 \$30,148,377
Add entered for consump.	68,523,271 88,335,302

Total entered at the port.. \$92,607,050 \$118,483,679

The Lexington (Ky.) Press says that the contract for building the Lexington and Big Sandy Railroad to the mouth of the Big Sandy has been let out, as also the sub-contract for the distance from Lexington to Mt. Sterling. It may, therefore, be confidently expected that work on the road will soon be commenced.

Journal of Railroad Law.

RAILROAD COMPANIES—STANDING ON SIDE TRACK IN REAR OF "CUT OFF TRAINS" NEGLIGENCE—RULE OF LAW.

The facts in the recent case of Van Schaick, Executor of George Van Santwood, vs. The Hudson River Railroad Company, (43 N. Y. 527,) are fully and clearly stated in the following opinion by—

FOLGER, J.—The questions in this case arise upon the defendant's motion to nonsuit the plaintiff and dismiss the complaint. The questions are, was the defendant guilty of negligence, which caused the death of the plaintiff's testator? Was the plaintiff's testator guilty of negligence, to which contributed his death?

It seems clear to us, from the undisputed facts, that the latter query should have been solved in the affirmative. And there being no dispute as to the evidence which in our view is controlling, the question was not one of fact for the jury, but one of law for the court, and the learned justice who held the circuit erred in refusing the nonsuit and to dismiss the complaint.

Here was a person of mature years, of acute and trained mental faculties, of large experience and acquaintance with the ways of travel, and the localities over which he was then passing. He had a knowledge, got by use, of the very method and way in which he was then seeking his destination. He was taken up, he was carried, he was set down, just as and where he had before been. He started to walk north, as he had been used to do, upon the up main track, along which, cars moving southwardly toward him, could easily be seen approaching. To walk up this track was to him as to others, a customary way of passage on foot, from the round house to the ferry. The main track was, to his observation, the safe and usual track on which to walk. The side tracks were not for that purpose, but for the deposit of cars, and for the backing upon of trains for the uncoupling and deposit of cars. But at the request of an acquaintance, instead of passing along over and off the main track, and so beyond danger from the matter moving upon any of the tracks he tarried. And then of his own volition, for his own purpose, without the need put upon him by any act or arrangement of the defendant, he stepped from off the main track, which was clear and safe, upon this side track, and there placed himself between the rails behind cars there standing, and there he stopped and stood, where he could neither be seen from the north nor could himself see toward the north. While there, engaged in an act of necessity, doubtless, but a necessity of his own, the train in which he had been a passenger backed down, struck against the cars behind which he was standing, put them in motion, pushed them against and over his body, and killed him. The action of the train in backing down was to switch off and disconnect cars which were to be left from it. It was its customary and proper action on its arrival there. The track on which he stood was used for that purpose and long had been; being one of a great number thus used, lying in contiguity. It was in no sense a footway for travel or a place of stoppage for passengers arriving by that or other trains. It was neither necessary or customary for that purpose. To place himself upon it as he did, he was obliged

to tarry on the roadway, and to leave the track on which passengers usually and before that passed from the caboose to the ferry. The bare statement of these facts carries with it the conclusion that the testator, from preoccupation of mind and inattention to circumstances, carelessly placed himself where harm might come to him.

Doubtless the deceased, while on the train, was a passenger in the care of the defendant. And after he left the train, still so far a passenger, as that the defendant was bound to provide him egress from their premises, safe for him to use. But he was a passenger, under such relations and circumstances as were not strange and unaccustomed to him. The facts of the case show, that had he continued in the way of egress provided for, and before that, made known to him, he would have come off in safety. He had before ridden from Schodack in the caboose, and it had before been cut off near the round-house, and he obliged to make his way on foot from that point to the ferry. And though more inconvenient than a trip by passenger train, it was still less inconvenient than not to come at all, and was, as he said, an accommodation. It appeared from the testimony, that not always could he obtain a passage in the caboose of the freight train from Schodack to the round-house, and that on this day it was especially sought for by him. He took passage, with knowledge of all the incidents of that way of passage. Can it then be said, that the contract of the defendant with him was any more than to take him up at Schodack to bear him to the round-house, to set him down there, and to find him clear foot way up the main track, and off it to the ferry, as they had heretofore done. There is no proof of any ticket sold and delivered to him, so that the contract is to be deduced from the facts as they all appear. Had he followed, and adhered to the course of travel, which they had before that afforded to him, and which he knew beforehand he must take, for aught that appears, no injury would have befallen him. For this train, to those who had used to take it, the round-house was the end of transportation. The dealings between the testator and defendant, had been such as to come to this, that the defendant had made known to him, that this train was not run especially for the conveyance of passengers, but that to accommodate them, they would on payment of fare, be taken into the caboose of the employees, and in it carried to the round-house, where the caboose would stop; and from whence they must go on foot, over the open and unobstructed main track; and that he had for this accommodation to him, paid his fare, to alight when the caboose stopped, and to finish the way on foot. It is not the ordinary case of one seeking passage to a given place, and paying fare to it, being with no previous intimation put upon a train which goes not to it. Neither is it the case, on which the manuscript opinion of the commission of Appeals has been furnished to us, of one, who though knowing that he is to take a freight train, for his paid for passage from one place to another, is compelled for the first time in his experience, to seek the train at a distance from the station, and in the way there, stumbles into pitfalls unknown to him, and of which he has had no warning. There, in ignorance on the part of the

passenger of the existence of any peculiar circumstances, the contract is to carry safely, and to afford safe way of access to the vehicle. If in that case, it had been said to the passenger, to go at this time, you must go by a freight train, not on purpose for passengers; it stands yonder; you must go to it to get on board; on the way to it there is a place dug out, over which you must pass; if under these circumstances you choose, your fare will be taken and a ticket sold to you; and he had paid and gone; it would have needed to have rendered the carrier liable, that more should have been shown, than merely that the passenger had fallen into the pit and had been hurt.

The argument of the learned counsel for the respondent seems to exclude the idea that the testator was in a way familiar to him, and that he was pursuing a mode of reaching Albany, as to which from use, he knew all. It is one too important to be dropped from the consideration of the case. He knew where he was to be set down. He knew the track he was to follow from there to the ferry. He was in familiar surroundings. Despite this, he stopped, he left the main track, where passage was usual and safe, and range of vision unobstructed; he stepped between the rails of a side track, just in the rear of cars subject to be disturbed, and there he stopped and stood.

Does it not seem clear that this was not ordinary care of self? It seems to us a self evident proposition, that no prudent man would deliberately take this stand between the rails of a railroad track, out of view, close to and behind a car, when three feet therefrom was a clear way, upon which he could see and be seen afar.

It comes to this, then, that the plaintiff's testator was a negligent contributor to the injury he suffered; or that the exercise of the ordinary care of a prudent man is excused, for that nature was so urgent that her demands were paramount. But if nature was urgent, it was an urgency which was upon him alone, and which he had no right, in his duty to others, to permit to overcome his care for himself. And it can be no excuse for the lack of prudence that the pressure of a private necessity, or the sense of delicacy in its relief, was stronger than his care for his own person. Certainly the disastrous results of so yielding to that pressure and that sense as to forget and to neglect that care, should not be visited upon those who were not instrumental in producing the necessity, and knew not of it.

The judgment of the court below should be reversed and a new trial granted, with costs to abide the event.

Judgment reversed, and a new trial ordered.

Vineland Railroad.

The Vineland Railroad, extending from Atsion, on the Atco spur of the New Jersey Southern Railroad, to Stowe Creek, on Delaware Bay, a distance of 47½ miles, has been completed, and in the course of a week trains will begin to run regularly over the entire length of the road. It requires, it is stated, only ten miles of road to be finished in Delaware to give New York a direct connection with Norfolk by way of the Delaware and Maryland Railway. A ferry company has also been organized in connection with this road

under the style of the "New Jersey and Delaware Ferry Company," with William A. House as President, Charles K. Landis, Treasurer, and Edwin M. Turner, Secretary, for the purpose of running a boat from the railroad terminus to Spruance wharf, on the opposite side of the bay in Delaware; also to run steamers via Chesapeake canal to Baltimore, and to the different towns along the Delaware river. The intention of this railroad and ferry company is to establish a grand freight and passenger route by canal, ferry and railroad, between the South and New York and the Eastern States.

The Public Debt Statement.

The following is a recapitulation of the public debt statement October 31, 1871:

DEBT BEARING COIN INTEREST.	
Five per cent. bonds.....	\$277,057,600 00
Six per cent. bonds.....	1,582,512 350 00

Total.....	\$1,859,569,950 00
Accrued interest.....	44,902,399 96

DEBT BEARING INTEREST IN LAWFUL MONEY.	
Three per cent. certificates....	\$25,690,000 00
Navy Pension fund 3 per cent..	14,000,000 00
Certificates at 4 per cent.....	678,000 00

Total.....	\$40,368,000 00
Interest.....	344,172 06
Debt on which interest has ceased since maturity.....	\$1,793,692 26
Interest.....	298,322 45

DEBT BEARING NO INTEREST.	
Demand and legal tender notes.	\$357,592,821 25
Fractional currency.....	39,488,142 70
Certificates of gold deposited..	16,679,900 00

Total.....	\$413,760,863 95
Unclaimed Interest.....	14,442 13

Total amount outstanding....	\$2,315,492,506 21
Total interest.....	45,559,336 60

Total debt, principal and interest, to date, including interest due and unpaid.....	\$2,361,051,842 81
---	--------------------

AMOUNT IN TREASURY.	
Coin.....	\$99,054,589 23
Currency.....	10,283,805 55

Total.....	\$109,338,394 78
Debt less amount in Treasury..	\$2,251,713,448 03
Debt less amount in Treasury October 1, 1871.....	2,260,663,939 87

Decrease of debt during the past month.....	\$8,950,491 84
---	----------------

Decrease of debt since March 1st, 1869.....	\$273,749,811 98
---	------------------

Bonds issued to the Pacific Railroad Companies, interest 6 per cent. payable in lawful money:

	Amount outstanding.	Accrued interest, not yet paid.
Union Pacific.....	\$27,236,512	\$514,730 24
Kansas Pacific.....	6,303,000	126,060 00
Sioux City and Pacific..	1,628,320	32,563 40
Central Pacific.....	25,881,000	517,620 00
Central Branch Union Pacific.....	1,600,000	32,000 00
Western Pacific.....	1,970,000	39,400 00

Totals.....	\$64,618,832	\$1,292,376 64
Interest paid by United States....	\$12,692,475 41	
Interest repaid by transportation of mails, etc.....	3,286,529 62	
Balance of interest paid by United States.....	9,405,945 79	

Cleveland and Pittsburg Railroad.

From the N. Y. Herald, Nov. 3.

During the day it transpired that the Cleveland and Pittsburg Railroad had been leased in perpetuity to the Pennsylvania Railroad at the rate of ten per cent. upon its present capital stock. The fact of a lease was made known in the shape of a preamble to proxies circulated by a leading brokerage firm asking endorsement of their proposition to make the capital stock ten millions and receive thereupon seven per cent. guaranteed interest, instead of ten per cent. on seven millions. The preamble at the head of these proxies reads as follows:

Whereas the Cleveland and Pittsburg Railroad Company and the Pennsylvania Railroad Company have entered into a contract or lease for a period of 999 years, from the 1st day of December, 1871, by which the Pennsylvania Railroad Company, as lessee takes possession of the Cleveland and Pittsburg Railroad, and all its property on the 1st of December, 1871, the general terms of said lease being that the Pennsylvania Railroad Company, as lessee, shall provide all moneys needful for the interest on the bonded obligations as they accrue from the said 1st day of December, and as they mature from time to time thereafter, and for the principal thereof, in the manner set forth in said lease, and also that the said Pennsylvania Railroad Company shall provide and pay to the Cleveland and Pittsburg Railroad Company a rental or dividend fund, which shall be equal to ten per cent. per annum upon the existing capital of said company, payable quarterly in the city of New York, clear of taxes, and in the manner provided and set forth in the lease of the Pittsburg, Fort Wayne and Chicago Railway to the Pennsylvania Railroad Company, said rental being equivalent to seven per cent., clear of taxes, upon \$142 85 for each \$100 of the existing capital stock, &c.

In other words, present holders of Pittsburg stock may elect to receive ten per cent. in quarterly dividends on their stock as it now stands, or they may vote themselves 42 85-100 shares for each 100 shares and receive seven per cent. in quarterly dividends on 142 85-100 shares of the proposed enlarged capital.

Port Royal Railroad.

The Augusta (Ga.) *Chronicle* of the 4th inst., says that since the election of the new board of directors the work on the road has been going on gradually. More iron has been bought and laid; the large bridge over Whale Branch has been completed, and but a few weeks since two fine new locomotives passed through that city for the road. On the 2d of this month there were forty consecutive miles of the road built and track laid from Port Royal towards Augusta and on the 9th instant trains will be run regularly from that point for freight and passengers connecting with the Charleston and Savannah Railroad for Charleston or Savannah, as the principal object of the Directors, recently, has been to get the road to the sea for the landing of iron and other materials, thereby saving enormous expenses at Charleston, besides freight over the Charleston and Savannah Railroad. The road hereafter will be pushed forward towards Augusta.

David Hoadley, Esq., for the past eighteen years President of the Panama Railroad Company, having retired from the office, the Board of Directors, at a special meeting, unanimously elected Joseph F. Joy, Esq., late Vice-President and Secretary, to the position of President, and Mr. John Keeler to that of Secretary. Mr. Hoadley remains a member of the Board.

Virginia Valley Railroad.

The affairs of the Virginia Valley railroad have now reached a stage in which it may be realized as an actuality. The two commissioners appointed under the act of Virginia, Messrs. M. G. Harman and M. Harvey Effluger, (all the Valley stock, \$1,200,000, required by the Baltimore city ordinance having been subscribed,) came to this city and opened books of subscription on Monday last, when the million authorized by the directors of the Baltimore and Ohio Railroad Company was subscribed by President Garrett, of that road, and on Tuesday, the thirty per cent. required on subscriptions by the ordinance of the Baltimore city council of September 14, 1869, having been paid, the commissioners of finance of the city of Baltimore, Mayor Banks, and Messrs. R. T. Baldwin, and Charles J. Baker made the subscription of one million authorized by the city of Baltimore. In regard to the thirty per cent. cash required on subscriptions, it may be well to state that it was only required on such subscriptions as those made by the city of Staunton and the town of Lexington and individuals, and not on the county subscriptions. The Valley subscription to the road, by counties, towns, and individuals, was as follows: Rockbridge county \$525,000, Botetourt county \$200,000, Roanoke county \$200,000, city of Staunton \$150,000, town of Lexington \$30,000, individuals \$95,000—making the total of \$1,200,000.

Two corps of engineers are now in the field surveying for the route—one at Buchanan, in Botetourt county, and one between Lexington and Staunton. Two lines are located from Harrisonburg to Staunton, and engineering work is proceeding rapidly beyond the latter point. A large portion of the line is thus ready for contract, and it depends upon the liberality of landowners as to which of the two lines will be adopted. On one, the eastern line the right of way has already been relinquished for about the distance of fifteen miles, and on the other for about seventeen miles, the whole distance between Harrisonburg and Staunton being twenty-six miles. There are also volunteered on the eastern line subscriptions to the amount of about \$15,000, and on the other of about \$40,000. There is also some movement among interests at Harrisonburg and Salem, (the latter on the Virginia and Tennessee road,) the two termini of the road, to establish a more direct interest in the line by local subscription on the part of those towns. It will be for the company to determine, in view of the relative merits of the respective lines from Harrisonburg to Staunton, as well as the inducements offered, which route to finally take. It may be added that the Valley road, of 116 miles, commences on a better stock basis—\$3,200,000—than any, perhaps, of which we have known in all this section of country. Its importance to Baltimore, as well as the rich region which it traverses, is hardly excelled by any other connection which we have, giving us as it will, a direct new route to the great Southwest and the South.—*Balt. Sun, Nov. 2.*

New Orleans and Opelousas Railroad.

Col. Thomas Allan and his associates are energetically pushing the Iron Mountain, and Cairo and Fulton railroads to Little Rock, 340 miles from here—a point they will reach in the next year—we are gratified to find a former plan revived, that of bringing the New Orleans and Opelousas railroad in this direction from the Gulf of Mexico to meet it. This, with an intermediate road, if built, would give us a direct southern road to the sea, from St. Louis, of 760 miles. The southern terminus of this road at Berwick's Bay, is already connected with New Orleans by Morgan's Louisiana and Texas railroad, of 80 miles. From this bay the enterprising Mr. Morgan has a fleet of thirteen fine and costly steamers that distribute passengers and freights to every harbor on the gulf, as far west as the Rio Grande. If this system of roads were completed it would be difficult to overestimate its benefits to this city, the intermediate country and New Orleans.—*St. Louis Republican.*

Massachusetts Central Railroad.

At the annual meeting of the stockholders, held in West Boylston on the 1st inst., the following gentlemen were elected directors for the ensuing year; James M. Stone of Charlestown, Francis J. Parker of Newton, Joel Hayden of Haydenville, L. J. Dudley of Northampton, Francis Brigham and George Houghton of Hudson, B. H. Tripp of Rutland, Charles A. Cutting of Boston, E. B. Shattuck and Hiram Wadsworth of Barre, L. M. Hills, of Amherst, and J. Edwin Smith of Smithville.

The Directors organized by choosing James M. Stone President, Francis J. Parker Treasurer, and J. M. Draper of Wayland, Clerk.

At a meeting of the directors held at Worcester on Tuesday, the treasurer stated that up to the 30th of September \$133,049 of the capital stock (\$3,000,000) has been paid in. The condition of affairs indicates an early beginning on the construction, which is only delayed until the remainder of the first assessment (of 20 per cent.) on the capital stock shall have been paid in. The contract has already been made with Mr. N. C. Munson, with the condition that the road shall be completed within two years. Of the twelve subscribing towns all have paid the assessment but Boylston, and that upon the individual shares has all been paid with the exception of \$188. The officers of the road expect the work of construction to begin within ten days.

A new railway project has been started in Montreal which may bring forth very important results to that city. Sir Hugh Allan, of the Allan Steamship Company, has been appointed president of a company to build a "Northern Colonization, railroad," running from Montreal to Ottawa, where it is to connect with the Canada Central at Pembroke. Thence a line of 180 miles is to reach Lake Nipissing, and there to connect with the net work of lines in connection with the Northern Pacific already in course of construction. A bridge is to be thrown across the St. Lawrence at the island of St. Helens. Sir Hugh Allan is reported to have gone to England, to raise funds for the construction of the road.

The Denver and Colorado Narrow Gauge Railroad cost \$12,500 per mile. There were 35 miles of rail laid in five weeks; the rails weighing 30 pounds per yard against 56 on the Denver Pacific. The weight of a train complete, carrying 200 passengers, is but 70 tons, against 146½ tons for a broad gauge train carrying 212 passengers. Each car weighs but eight tons against twenty on the old system. The freight cars, weighing 4,000 pounds, will carry 10,000 pounds weight, and though the engine and tender weigh but 15 tons they took an excursion train along at the rate of 25 miles an hour easily.

We give elsewhere an official notice from Mr. James McHenry, stating that the trustees for foreclosure obtained possession of the above line on September 7th; that the several State organizations in connection with it were duly effected, and that the consolidation will be completed on or about the first of December proximo. In the meantime the new securities are being prepared for issue during that month, and the resumption of payments is fixed for July 1st, 1872. The revenue, under the provisional arrangement, gives signs of good development.

United Companies' Lease.

By the lease of the railroad and canal lines of the United Companies of New Jersey, the Pennsylvania Railroad Company acquires 498 miles of railroad, besides 65 miles of canal, two ferries and one bridge. The following is a list of the separate charters that pass under the lease to the Pennsylvania Railroad Company:

Camden and Amboy Railroad, 94 miles; Philadelphia and Trenton Railroad, 28 miles; New Jersey Railroad and Transportation Company, 32 miles; West Jersey Railroad, 37 miles; Salem Railroad, 17 miles; Millville and Glassboro' Railroad, 22 miles; Cape May and Millville Railroad, 41 miles; Swedesboro' Railroad, 11 miles; Belvidere Delaware Railroad, 68 miles; Flemington Railroad, 12 miles; Camden and Burlington County Railroad, 25 miles; Pemberton and Hightstown Railroad, 25 miles; Mount Holly and Medford Railroad, 6 miles; Burlington and Mount Holly Railroad, 7 miles; Vincentown Branch Railroad, 3 miles; Freehold and Jamesburg Railroad, 15 miles; Squankum and Freehold Railroad, 4 miles; Rocky Hill Railroad, 7 miles; Perth Amboy and Woodbridge Railroad, 7 miles; New Brunswick and Millstone Railroad, 7 miles; Somerset and Mercer Railroad, 18 miles; Frankford and Holmesburg Railroad, 4 miles; Connecting Railroad, 8 miles—total 498 miles. Delaware and Raritan canal and feeder, 65 miles, Jersey City Ferry Company; Camden and Philadelphia Ferry Company; Delaware Bridge Company.

The Schenectady and Duaneburgh Railroad, extending from Schenectady to Duaneburgh, a point on the Albany and Susquehanna Railroad, about 24 miles from Albany, will be ready for the opening by the 1st of January. The road is about 14 miles in length.

Chesapeake & Ohio Railroad.**NOTICE TO BRIDGE BUILDERS.**

SEALED PROPOSALS will be received by the undersigned at Richmond, Va., until 12 M., Dec. 6, 1871, for about 2,000 feet of IRON BRIDGING, in spans of from 20 to 130 feet.

Proposals for any part or for all will be received. These bridges are for the extension from White Sulphur Springs to Millers Ferry on New River, West Va.

Circulars containing a description of the spans, etc., can be had from

H. D. WHITCOMB,
Ch. Engineer, C. & O. R. R.
Richmond, Va.

J. Clayton's

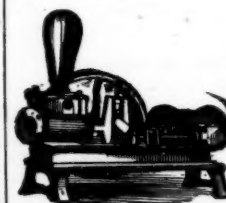
PATENT STEAM PUMPS,

24 & 26 Water St.,

Brooklyn, N. Y.

Suitable for all purposes.

Send for Illustrated Circular.

**Drawing Instruments, Paper, Tape Measures, &c.**

Illustrated Catalogue sent by mail, 10 cents.

JAMES W. QUEEN & CO.,

924 Chestnut St., Philadelphia.

535 Broadway, New York.



I. A. WILLIAMS' UTICA HEAD LIGHT WORKS, UTICA, NEW YORK.

Established 1851.

**Williams' New Patent Coal Oil Head Light,
WITH BRAZED SAFETY BURNER.**

Which will not take fire or explode, and is adapted to any make of Head Light Chimney. These Head Lights are either of Cylindrical or Square Form, and of first class workmanship. The Silver Plating on the Reflectors is warranted for fifteen years. They are acknowledged by all to be the best Head Light manufactured and are used on nearly all principal Railroads in the country.

I. A. WILLIAMS, Patentee.

MEYERDAHL, SCHÖNBERG & CO.,
31 Pine Street,
NEW YORK.

IMPORTERS OF
RAILROAD IRON,
AND DEALERS IN
RAILWAY MATERIALS.

SOLE AGENTS
IN THE UNITED STATES FOR
SAMUEL FOX & CO'S
Bessemer Steel Rails.

Manhattan Oil Company,
Office, 16 Broadway, New York,

JAMES M. MOTLEY, President.

Mason's Sperm, Manhattan Signal, Extra
Lard, Tallow, and Mystic Coal Oils.

Also, Sperm, Elephant, Whale, Paraffine, Machinery,
Elaine, and Olive Oils, for Railroads, Steamers, Wooler
and Cotton Factories, Machinery and Burning.

DIRECTORS:

James M. Motley, Nathan A. Baldwin,
Edward Rowe, J. Carothers,
T. M. Niven, George W. Quintard,
James Murphy, William A. Seaver,
Phillip M. Millsbaugh.

RAILROAD IRON.

1,400 Tons 40 lb. Welsh Rails, made by the Rhymney Company, in store for sale by

PERKINS, LIVINGSTON & POST,
31 New Street,
New York.

Atherton & Coles,
STATIONERS, PRINTERS,
LITHOGRAPHERS

AND

Blank Book Manufacturers.

Particular attention paid to RAILROAD and BANKERS' STATIONERY and PRINTING.

**16 Maiden Lane,
NEW YORK.**

HAMILTON RUBBER WORKS.

C. V. MEAD & CO.,
MANUFACTURERS
OF



C. V. MEAD. R. L. HUTCHINSON.
R. S. MANNING. G. W. NORTON.
Post Office Address, Box 588,
TRENTON, N. J.

RAILROAD IRON.

1,000 tons LLYNVI VALE.
1,000 " BAILEY BROS.
50 LBS. ERIE PATTERN. Now in yard and for sale
by

DANAS & LITCHFIELD,
49th
18 William street

Park Gate Iron Rails,

(Manufactured in Yorkshire and the best rail made in England.)
For sale by

WM. BAILEY LANG & CO.,
54 Cliff Street,
NEW YORK.

YORK CAR WORKS.

ESTABLISHED IN 1852.

Billmeyer & Smalls,
YORK, PENN.

This old established firm continue to build all kinds of Freight Cars to order.

Narrow Gauge Cars

having received their special attention, they are prepared to receive orders and to deliver promptly. A contract has just been made with the pioneer Narrow Gauge Road—3 ft. Gauge—on this Continent—(The Denver and Rio Grande R. W.)—for 100 cars; also for a Georgia Road.

Comparative weights of Narrow and Full Gauge Cars sent by mail free of charge.
C. Billmeyer, D. E. Small, J. H. Small.

THE AMERICAN DIAMOND DRILL CO.

ARE MANUFACTURING

Under the celebrated Leschot Patents, with important improvements.

DIAMOND-POINTED STEAM DRILLS.

ESPECIALLY ADAPTED TO

Rock Drilling

OF EVERY VARIETY.

Tunneling, Open Cut and Side Work in
RAILROAD IMPROVEMENTS.

They are Driven by Compressed Air or Steam, and Bore at a Uniformly rapid rate, making a perfectly cylindrical hole, of the same size top and bottom in the hardest rock.

The economy of these Drills and their entire efficiency have been abundantly established, and the advantage of the rotary over the percussive operation very generally allowed.

NO SHARPENING REQUIRED. The Drills are also adapted (in different sizes and styles,) to Channelling, Gadding and Shafting; also to Deep Boring for testing the value of Mines and Quarries. Catalogues sent upon application. Manufactured by

The American Diamond Drill Co.,
No. 61 LIBERTY ST.,
NEW YORK.

THE Baxter Steam-Engine,

MANUFACTURED BY

COLT'S PATENT FIRE-ARMS MFG CO.,
HARTFORD, CONN.,



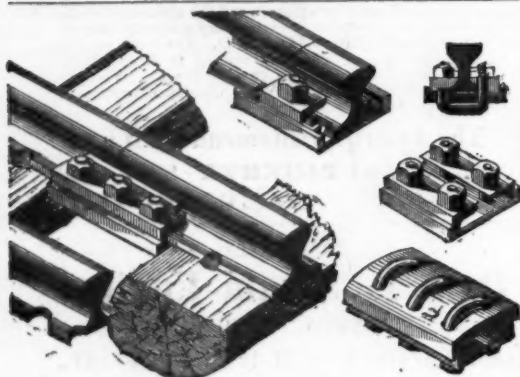
IS A SELF-CONTAINED MACHINE,
COMPACT, SIMPLE, SAFE, ECONOMICAL,
FULLY GUARANTEED.
SIZES, 2, 3, 5, 8, AND 10 HORSE POWERS.
For Circular and Price List address

The Baxter Steam-Engine Co.,
15 Park Place, New York



Contract for **BUILDING** and **OPERATING** at any point required.

MACHINERY and **APPLIANCES** for **RIVER, HARBOR** and **BANK IMPROVEMENTS**, constantly on hand, and furnished on short notice.



FISHER'S PATENT
Wrought Iron
RAIL JOINTS,
MADE BY
FISHER & NORRIS,
TRENTON, N. J.

The Superiority of these Joints has been proved by eight years' use on different Roads.

DANAS & LITCHFIELD, No. 18 William Street, New-York, **RAILROAD IRON,**

of best **AMERICAN, ENGLISH** and **WELSH** make, of **ORDINARY** or **SUPERIOR QUALITY**, and of any size, weight and pattern, from **WORKS, YARD** or **EUROPEAN Shipping port**, or delivered at ports in the United States or Canadas.
and **Puddled Steel Rails, Chairs, Spikes, &c.**

CAMP'S IMPROVED DUMPING CAR.

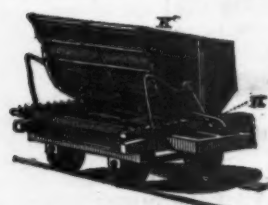


Fig. No. 1, Car Loaded & at Rest.

The Brakeman seizes the lever H, and raises it about a foot, thus releasing the hopper from the catch, C, and the tilting-frame, F, from the catch, C, when the hopper, K, yields to the force of gravity and rolls over to the position shown in Fig. 2.

To Replace the Hopper in Readiness for another Load.
The brakeman bears his weight on the up-end of the tilting-frame, F, forcing it down to its place, when the hopper rolls back to its place, where it is held by the catches, C and C.

Address, **A. W. RHOADS & CO., Wilkes-Barre, Pa. Lock Box 131.**

RIGHTS FOR SALE BY
A. W. RHOADS & CO.,

Wilkes-Barre, Pa.

A. W. RHOADS,

N. H. CAMP.

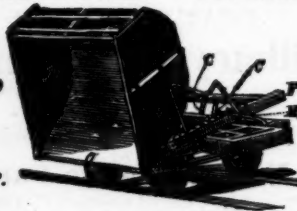


Fig. No. 2, Car Dumped.

TO DUMP THE CAR.

PACIFIC MAIL Steamship Company's LINE TO California, Japan and China.

VIA PANAMA,
CARRYING MAILS, PASSENGERS AND
FREIGHT TO
KINGSTON, JAMAICA, SANTA MARTHA AND
GREYTOWN, AND PACIFIC COAST OF
MEXICO, CENTRAL AMERICA, PERU,
AND CHILL.

Steamers leave 15th and 30th each month, except when those days fall on Sunday, then the day previous.

Nov. 15, steamer **HENRY CHAUNCEY**, CAPT. A. G. GRAY, will leave Pier No. 42, North River, at 12 o'clock noon, for Aspinwall, via Kingston, Jamaica, connecting at Panama with steamer **CONSTITUTION**, CAPT. CAVARLY, touching at Acapulco, Mazatlan, and Mazatlan; also connecting for all Central American and South Pacific ports.

Freight for last-named ports received until 4 P. M. of Nov. 13.

Steamer **JAPAN** will leave San Francisco, Dec. 1, for Japan and China.

For rates of passage, freight and all further information, apply at the Company's office on the pier, foot of Canal street.

F. R. BABY, Agent.

ENGLISH AND SCOTCH **FIRE BRICK**

In Store and to Arrive
AT **NEW YORK, BOSTON** AND
PHILADELPHIA.

S. L. MERCHANT & Co.,

76 South Street, New York,
27 Central Wharf, Boston,
205 1-2 Walnut St., Philadelphia,
AGENTS for the UNITED STATES OF MAW & CO.'S (London) Encaustic Tiles, Geometrical and Pictorial MOSAIC and Plain Tile Pavement and Majolica and Enamelled Wall Tiles for Entrance Halls, Corridors, Conservatories, Churches, Cemeteries, Chapels, Balconies, Fireplaces, Hearths, Exterior and Interior Wall Panels, Tablets, String Courses.

EDWARD W. SERRELL, CIVIL ENGINEER, 78 & 80 BROADWAY, NEW YORK CITY.

Railroads, Bridges, Explorations.

Particular attention given to the Examination of Public Works for Capitalists seeking Investments.

RAILROAD IRON.
THE undersigned agents for the manufacturers, are prepared to contract to deliver best quality **AMERICAN** or **WELSH** Rails, and of any required weight and pattern **PERKINS, LIVINGSTON & POST,**
31 New St., cor. of Exchange Place,
NEW YORK.

RAILROAD IRON.
THE undersigned, agents for the manufacturers are prepared to make **CONTRACTS FOR RAILS** delivered free on board at ports in England, or exship at ports in the United States.
M. K. JESUP & COMPANY,
59 Liberty St. New York.

THOMAS D. STETSON, Solicitor of American and Foreign Patents, and Professional Expert in Patent Cases. No. Tryon Row, New York.